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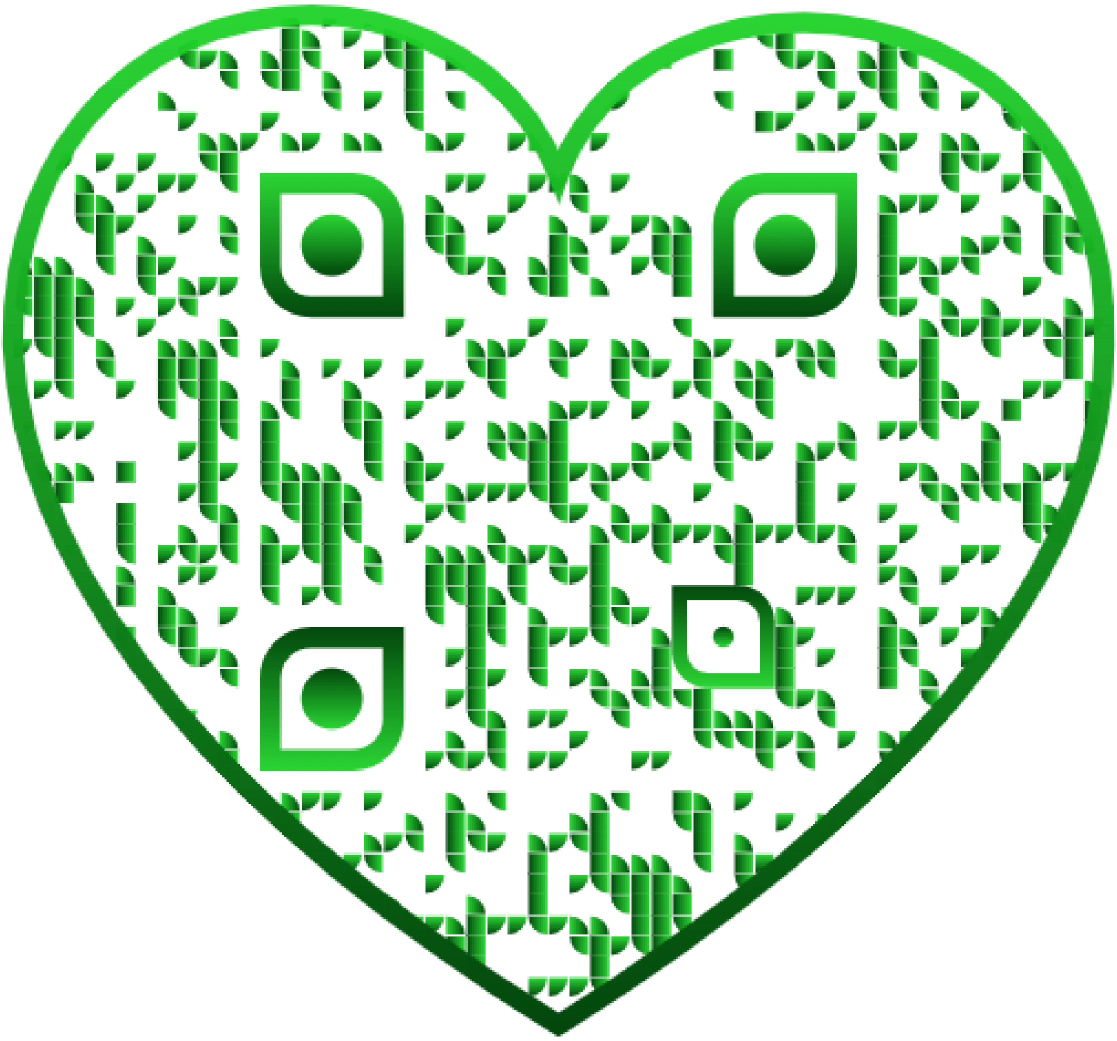

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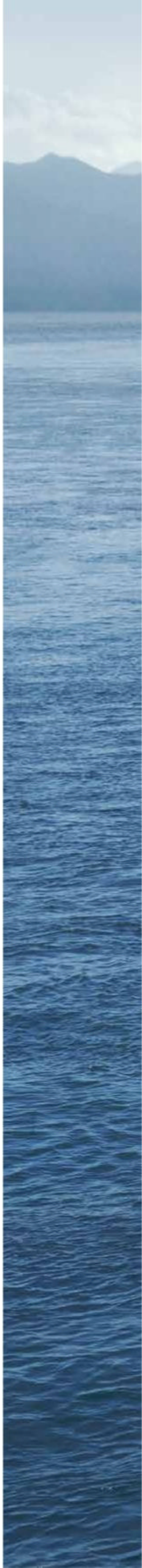

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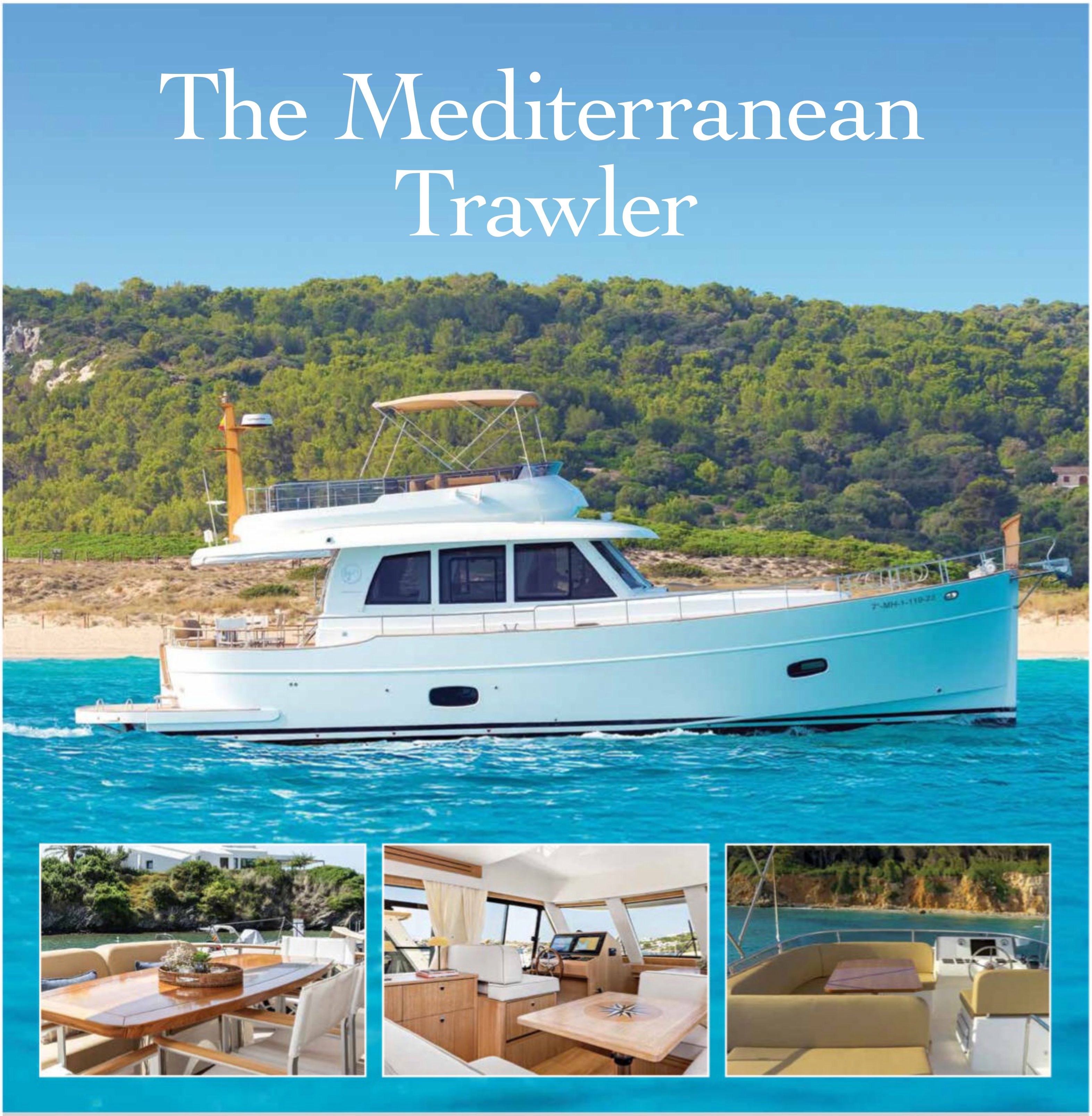

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EDITOR'S NOTE

Kokoru – better than new.

Dedication pays off

The standout story for me in this issue of *Boating NZ* must be John Macfarlane's feature on the remarkable rescue and restoration of *Kokoru*, a storied 1960 Jack Morgan motor launch badly damaged in a marina fire in 2022.

Kokoru had just undergone a two-year restoration and been relaunched weeks before the fire. For her new owners, the fire was devastating, and they couldn't face rebuilding the badly charred classic yet again.

Kokoru's future was looking bleak, but what followed showed she was a lucky boat after all, and that – thankfully – there are people with the vision to see what's possible and the dedication to turn possibilities into reality.

One such person was Matthew Dudley, who bought the scorched and blackened launch from a boatbuilder experiencing second thoughts about the project, and his dedication was considerable, as John's story ably illustrates.

The result of Dudley's efforts is simply stunning: *Kokoru* is now as good as new, possibly even better. Hats off to everyone involved in a superb restoration. You can find the story on page 46.

Our boat reviews this month are both of Kiwi designed and built boats. One is a yacht designed by Greg Elliott, an 1150 Tourer, and largely self-built by owner Robert Cross for charter work in the Bay of Islands. We covered *Denim*'s build in our March edition. The other is a new Frontier model from New Zealand's largest trailer boat manufacturer, Stabicraft. The Frontier 2050 is the largest Frontier in Stabicraft's lineup of centre- and side-console sportfishing models. The Profish version we review is packed to the gunnels with innovative features.

Of course, this issue is filled with all our usual regular columns and a wide variety of feature stories. And with all the attention on preventing the spread of invasive marine species by controlling biofouling on hulls, NZMOA chairman Chris Galbraith's piece highlighting the diminishing effectiveness of existing antifouling agents, and questioning regulatory delays around introducing new ones proven to be effective overseas, makes interesting reading. See page 22.

Enjoy.

John Eichelsheim
Editor

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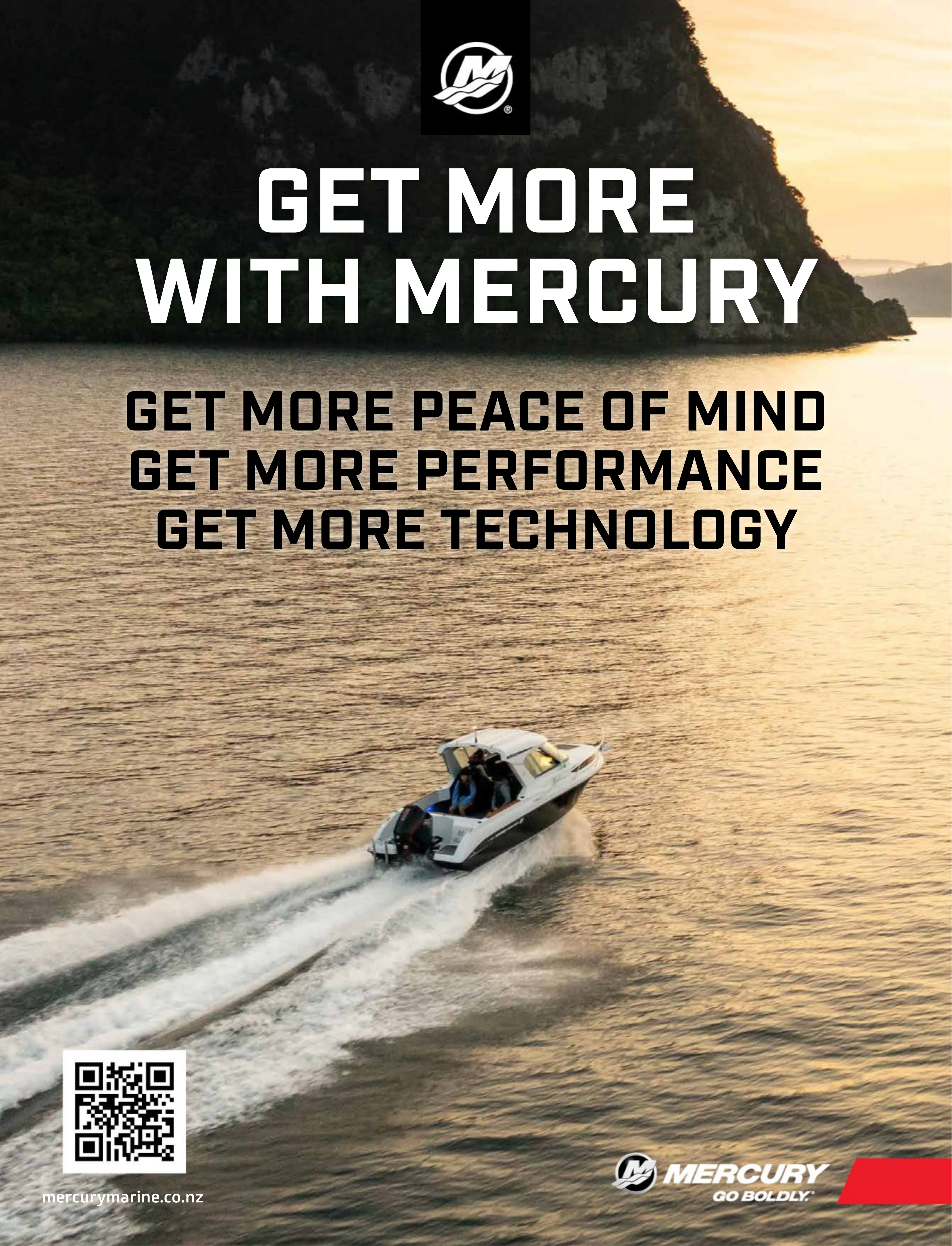
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BOATING

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024 Stabicraft 2050 Frontier Profish

Aimed squarely at sportfishers, the Frontier is available in Adventure, Sportfish and Profish versions. Over six metres long, this large centre-console model is offered with a range of factory layouts and a mind-boggling array of configuration options.

BY **JOHN EICHELSHEIM**

SPECIAL FEATURE

046 *Kokoru*: A phoenix from the ashes

After being engulfed by flames in a marina fire, the 1960 Jack Morgan built launch *Kokoru* has been lovingly restored by her new owners. No expense has been spared, no detail overlooked, and she now looks better than new.

BY **JOHN MACFARLANE**

082 Elliott 1150 Tourer

Denim is a classic Kiwi tale. Start with a solitary man and a dream, pile on the challenges, stir in creativity and innovation, and voila! A unique Kiwi yacht hits the water.

BY **TOM LINSKEY**

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Our Up the Creek adventure took us into history, to a place most photographed though not always as well known.
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038 Racing for wine!
A fleet of Marlborough yachts battles each other and fickle winds in the Wineworks Marlborough Wine Race.
STORY SUPPLIED

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Marlborough Sounds maritime legend Grant Orchard has put his fleet of 'K Boats' into service supporting Oceans Seven swimmers.
BY **GRANT ORCHARD**

066 No ramp? No problem
Kiwi boaties have been operating from wild, undeveloped beaches for many decades. They have devised ways to safely launch and retrieve boats up to 20m long from beaches around New Zealand.
BY **KEVIN CUDBY**

072 How did we get here?
Kiwi sailors can be found all over the globe, cruising the world's oceans and enjoying adventures in exotic locations. Fellow cruising sailor Theresa Nicholson asked several Kiwi entrants to the Atlantic Rally for Cruisers how they came to be enjoying onboard cruising life so far from home.
BY **THERESA NICHOLSON**

090 Charging for battery health
By better understanding their vessel's batteries and how to maintain them, boaters can greatly extend their battery life.
BY **BARRY CLARK**

102 Thames Traditional Boat Festival
A total of 155 boats took part in the 2024 edition of the Thames Traditional Boat Festival, an event that is always full of charm and surprises.
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BOAT WORLD

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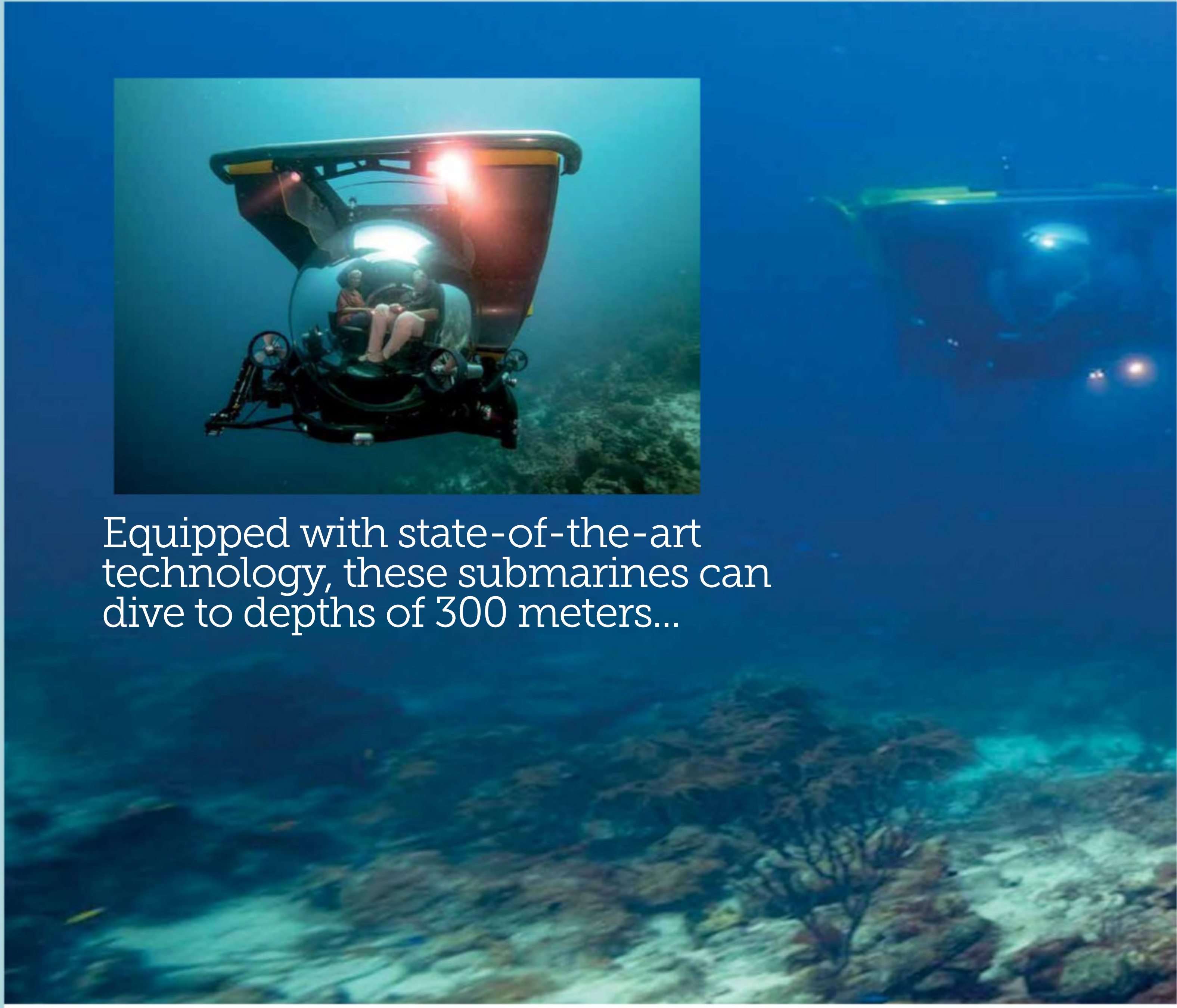
Up the Creek: Kerikeri | Wineworks Regatta
Brief History: Marine jets | *Kokoru* rises from the ashes
K-boats making swim dreams real
BOI Etchells Regatta

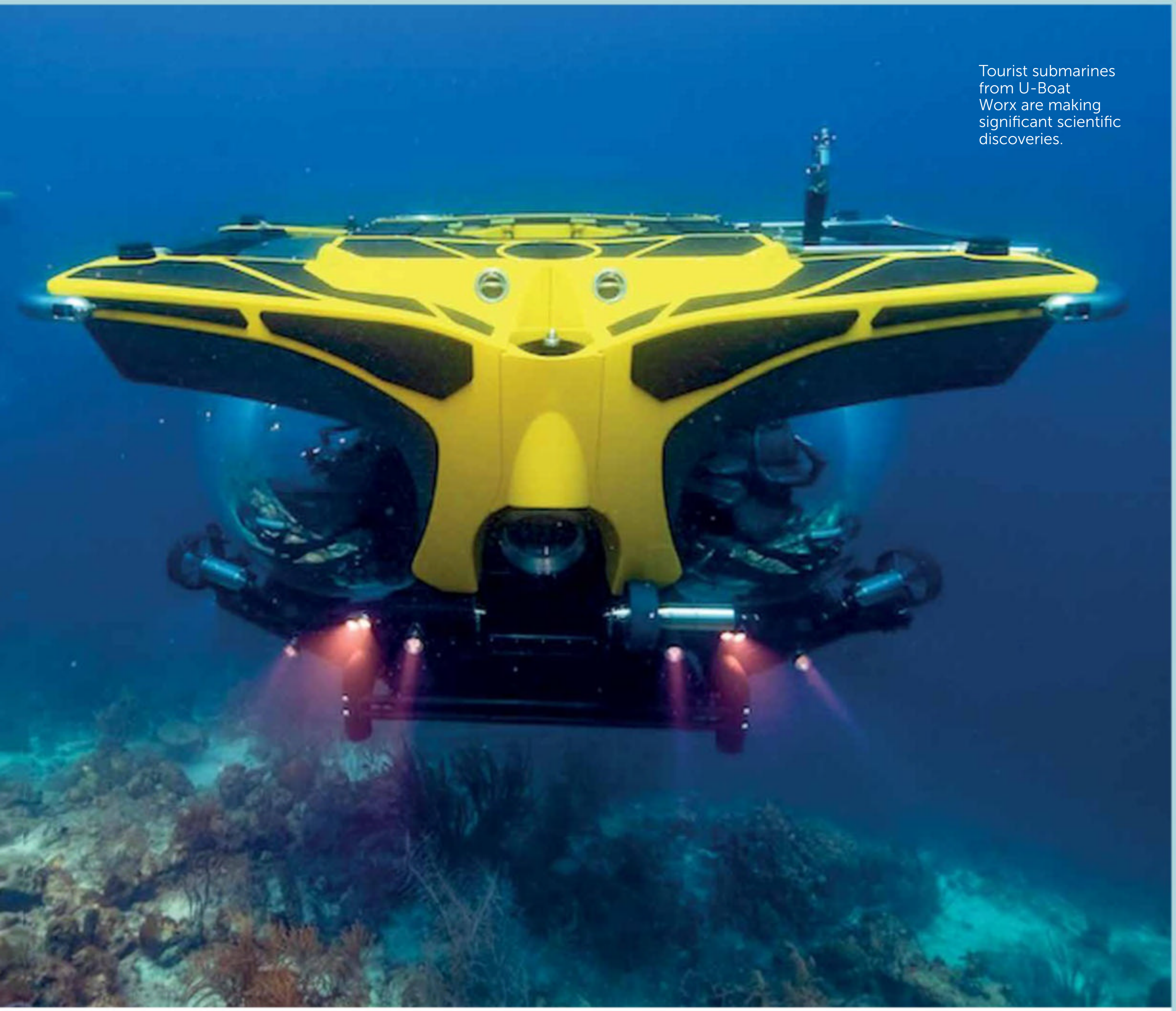


Equipped with state-of-the-art technology, these submarines can dive to depths of 300 meters...

CRUISE VESSEL SUBS FACILITATE MARINE EXPLORATION

U-Boat Worx Cruise Sub submarines aboard Viking and Seabourn expedition vessels herald a new era of marine exploration and scientific discovery. These cutting-edge submersibles are not only offering guests an unparalleled glimpse into the deep but also serving as critical tools for oceanographic research.

Viking and Seabourn have actively engaged in research initiatives using their onboard submarines, facilitating studies that contribute to environmental preservation and scientific advancement.



Tourist submarines from U-Boat Worx are making significant scientific discoveries.

Equipped with state-of-the-art technology, these submarines can dive to depths of 300 meters, granting scientists and conservationists unprecedented access to marine environments once beyond reach.

Expeditions with U-Boat Worx's subs have led to significant findings, including the documentation of the rare giant phantom jellyfish in Antarctica, the discovery of the historic Titania shipwreck, and explorations of Great Lakes shipwrecks.

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SAILGP 2026

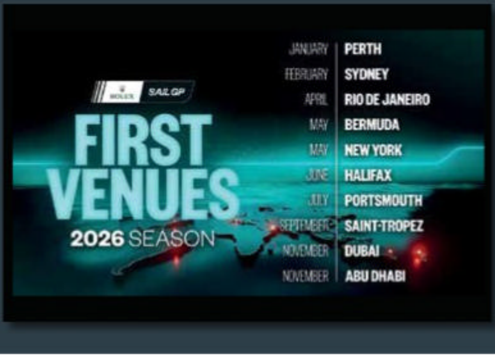
SailGP has revealed a first look at its 2026 Season calendar, which features the return of iconic fan favourite locations, plus a first-time trip to Perth. The full 2026 season calendar will be released in full at a later date.

Beginning in January 2026 and unfolding over the calendar year, the 2026 season will see SailGP race across five continents. Kicking off in Australia with a first-time event in Perth, the season will include an action-packed tour of North and South America, the league's third visit to New York, a return to Halifax, and the Championship's long-awaited and delayed debut in Rio de Janeiro.

There will once again be an unforgettable European summer, with confirmed returns to Saint-Tropez and Portsmouth, before coming to a close with back-to-back events in the UAE.

At this stage, no New Zealand venues have been announced, but this may well change.

www.sailgp.com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REDESIGNED GRAN TURISMO

BENETEAU has announced an overhaul of its Gran Turismo range to create a new generation of luxury 'Crossover Express Cruisers' that better meets the evolving needs of its customers.

The ambitious plans will see the launch of three new models in just six months: the Gran Turismo 35, the Gran Turismo 40 and the Gran Turismo 50.

Built to be a modern entertainment platform with dynamic looks, the new Gran Turismo models blend performance and stylish comfort with high-end materials, connectivity, and the option for personalised touches and finishes. The long-term partnership between BENETEAU and Alpine, the high-end sports specialty brand, will also see limited-edition collaborations released across the new Gran Turismo range.

www.beneteau.com

STARLING CHIEF MEASURER RETIRES

Starling chief measurer Brian Peet's family is synchronous with the Starling class.

His father, John Peet, realising there was no suitable class for his teenage sons to move into after P class, commissioned Des Townson to design what was to become the new Starling class. One of the parameters was that it should be able to be built by amateurs. Brian's brother David built a prototype, and in 1972 the first national championship was won by Barry Thom. The following year it was won by Brian, and he has been involved with the class ever since.

Townson gifted the class to Glendowie Boating Club, which still maintains an oversight of the design. Brian's GBC committee membership, including Commodore in 2006-8, meant he was always close to Starling matters. As a home-built class, there was (still is) always someone wanting to use the generous tolerances to maximise performance, so measuring became a complicated, technical business. Brian's employment as a pilot for Air NZ gave him that technical background, and it's thanks to him that the class has not been ruined by this sort of rule exploitation.

Not that the class has been without its issues. One builder was deliberately pushing the envelope beyond where the design was meant to go. This resulted in Brian building a measuring jig and several boats undergoing surgery to meet the spirit of the rules. Brian solved other issues too, such as when Boyd and McMasters stopped making the sails and when the specified sailcloth became unavailable.

The late Keith Elliot was licensed to build fibreglass boats, but with only modest success. He was followed by the McKays, who have now built over 100 glass Starlings. Under Brian's guidance, the new McKay boats were deliberately designed to be competitive but not super boats. This is evidenced by the fact that the 2025 championship was won by a wooden boat, but second and third were McKays, as were eight of the top 20.

One of the more contentious issues was whether sailors could use more than one set of equipment during an event. Brian's wise counsel was that, in his opinion, while there was different equipment available, almost everyone used the same stuff, and that allowing some limited experimentation was good for a class where the sailors were keen to learn. So apart from the sails and the mast section, there is no control over what you use if it measures.

Around 2010, coming under pressure from classes like the Splash and the Laser 4.7, the class numbers were diminishing. Brian was one of the instigators of the Starling Class Association, which successfully revived the Starling class, as is demonstrated by 112 entries to this year's Nationals. And so, as Brian completes his final Nationals as chief measurer, he leaves the class in very good heart. Hopefully, someone else will step up and guide the Starling class to the same high standard.

Pic courtesy of Howick Sailing Club.

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RIVIERA HONOURED WITH AUSTRALIAN APPRENTICESHIP LEADERSHIP MEDAL

Riviera, Australia's largest and most awarded luxury motor yacht builder, is proud to announce it has been recognised with the prestigious Australian Apprenticeships Leadership Medal 2025.

The honour was awarded to Riviera's Apprentice and Training Manager, Keira Badke, at the inaugural Manufacturing Industries Group Apprenticeship Scheme (MIGAS) Apprentices & Trainees Stakeholder Event, held in Brisbane during National Apprenticeship Week.

This accolade acknowledges Riviera's commitment to training and mentoring the next generation of marine industry professionals – a commitment that is embedded in the company's DNA and exemplified with the opening of The Riviera Academy of Excellence.

www.riviera.com.au

MARITIMO MUSTER 2025

Boating NZ photographer Roger Mills captured part of the fleet leaving Auckland for a Maritimo Muster event, held over the weekend of 29-30 March, 2025.

It brought together a fleet of Maritimo Luxury Motor Yachts, their owners, family, and friends to experience the warm hospitality of Man O' War Winery and other fun-filled activities. With 20 boats and around 110 participants signed up, the fleet left port on Saturday in two groups: the leisurely 8-knot cruisers leaving earlier and a second, faster group leaving later.

The event was a great success, also attended by NZ's Maritimo representatives 36 Degrees Brokers and Ownaship. At the end of the day, attendees could make their own way home or take a ferry back to town, but many elected to raft up for the night and enjoy each other's company.

www.maritimo.com.au
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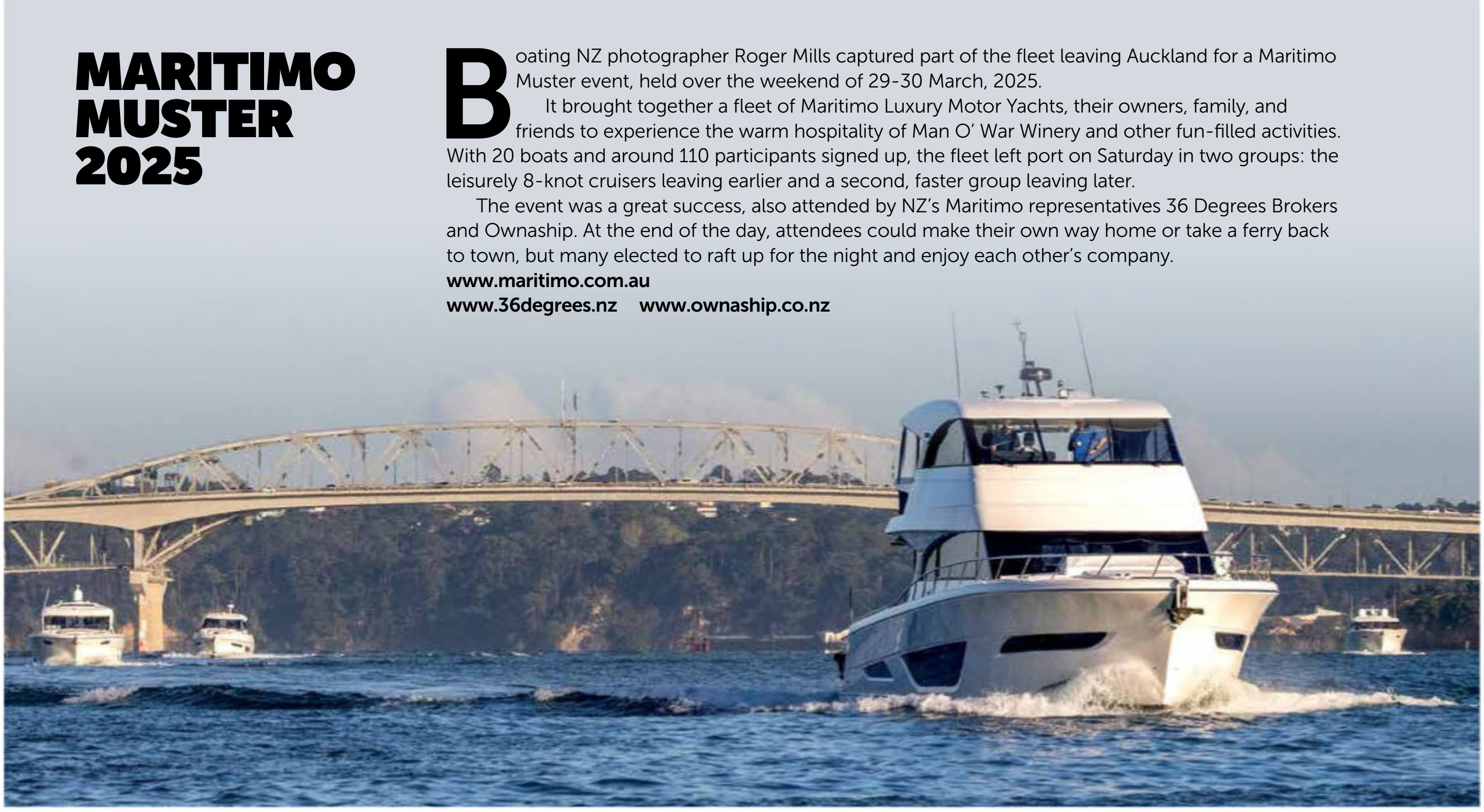
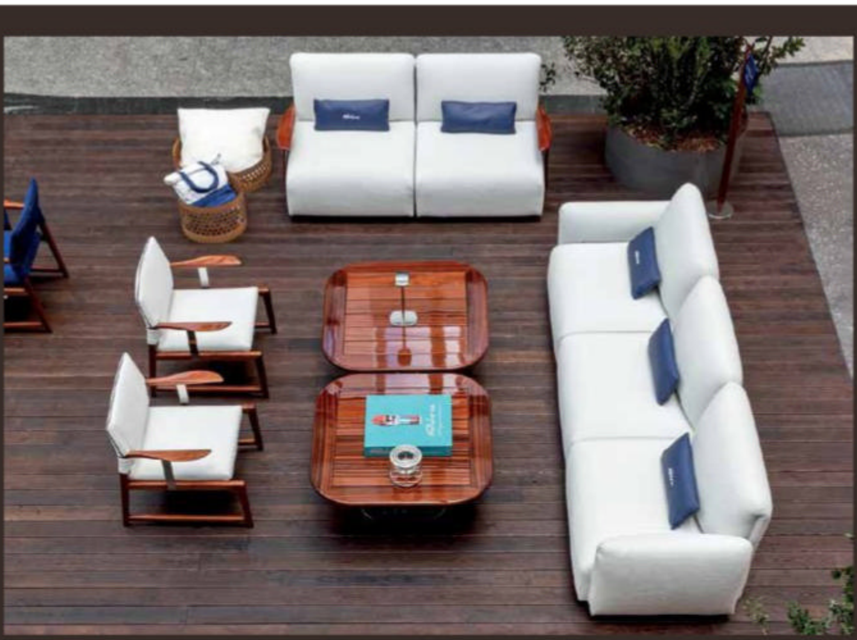


EXTETA X RIVA:

THE ART OF NAUTICAL LIVING



In a collaboration between Exteta and Riva, a co-branded line of furnishings has evolved, offering a lifestyle inspired by the nautical world.

Exteta x Riva is the new outdoor furniture collection that transforms any living space, injecting the iconic allure of yachting into the world of interior design.

Designed by Massimo Castagna, the collection draws inspiration from Riva's heritage and history spanning over 180 years. Every detail bears witness to the company's fine expertise, from the legendary symbol of the "dolce vita" of the 1960s to the technological innovation and the full-custom approach that have underpinned the brand's most recent evolution. Riva has shaped a whole lifestyle of its own, both on and off the sea.

This approach aligns perfectly with Exteta, a company that crafts products using the highest quality of materials and workmanship. The elegant design and superb craftsmanship that are the hallmarks of legendary Riva motorboats are embodied in the Exteta collections, so that together they deliver a fresh take on the nautical experience.

The Exteta x Riva range of outdoor furnishings is designed to enhance both residential settings and yacht decks. Combining wood and stainless steel, it includes seating elements, upholstered furniture, tables, complementary items, and accessories. The versatility of the collection brings a touch of refined conviviality to any setting, creating lounge nooks, places to relax, and dining areas where the outdoors can be savoured in total ease.

www.exteta.it

HVO: NEW FUEL FOR YACHTS

The yachting industry knows it is important to begin phasing out traditional fossil diesel fuel.

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Diesel price + diesel offsetting cost represents the full cost when using diesel (fuel cost plus the cost to neutralise the emissions it creates) whereas when you switch to HVO, you're paying the HVO fuel price and a significantly lower offsetting cost. The price of HVO may be higher than diesel in some regions, but the savings in offsetting costs can balance or even outweigh the difference over time, making HVO more cost-effective in the long run.

KEY TAKEAWAYS INCLUDE:

- **A 90% reduction in CO_2 emissions compared to fossil diesel. The CO_2 produced during HVO combustion is biogenic in origin and reabsorbed in the carbon cycle, unlike diesel that adds 'new' CO_2 to the atmosphere.**
- **HVO is a drop-in fuel fully compatible with existing diesel engines, which require no modification. Most leading engine manufacturers in yachting have certified their diesel engines for HVO use.**
- **HVO also reduces harmful local air pollutants, including particulate matter (PM) and nitrogen oxides (NOs), while containing no sulphur or polycyclic aromatic hydrocarbons (PAHs).**

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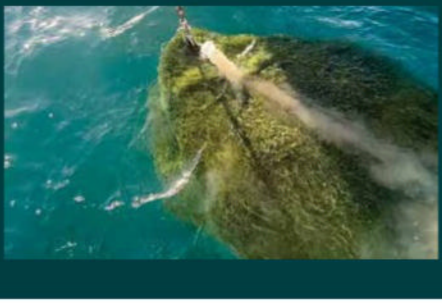
BOATIE DISCOVERS NEW CAULERPA LOCATION

Before Auckland boat owner Ben Tothill set sail to the Bay of Islands this February, he made sure that he was armed with everything he needed to know about exotic caulerpa: he downloaded info to his device, familiarised himself with how it looked on the MPI website, and made sure to only anchor in safe locations.

This meant he was surprised when he pulled up a substantial amount of seaweed that looked like it could be exotic caulerpa in Paradise Bay at Urupukapuka.



"Paradise Bay is a safe anchorage, and we anchored one night," he recounts. "In the morning a good chunk of weed came up on the chain. It looked very like the images of caulerpa on the MPI website, but as it came up, it rolled off and fell in the water, so I couldn't get a photo. I was concerned so I filed a report online, which was easy to do. I knew it wasn't good."

Within days, the report had been followed up by divers and the seaweed confirmed to be exotic caulerpa, likely spread from a known infestation at nearby Omakiwi Cove.

Previous surveillance in the wider area had not revealed any exotic caulerpa, and authorities are now working with local groups to try to determine the extent of the seaweed's spread and ensure the most effective response.

Ben says that his boat is equipped with an electric winch but that, like most boat owners, he stands at the bow while the anchor is being lifted, which means he can quickly spot anything that shouldn't be on his anchor and chain. "Most boaties are aware of what is on their anchor and chain, and they don't generally pull up weed, but my chain collected it from the ocean floor."

report.mpi.govt.nz

NEW SINGLE MALTS FOR AUSSIE-OWNED DISTILLERY

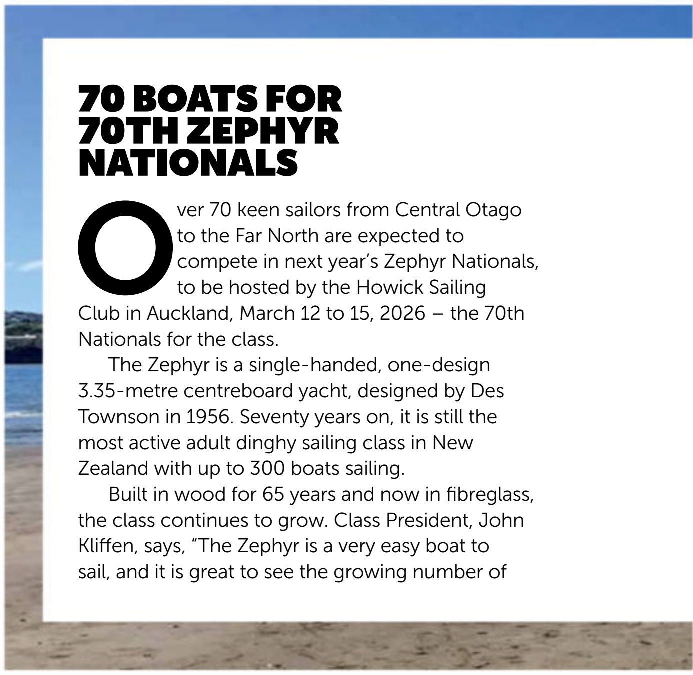
BLADNOCH
16

Bladnoch, Scotland's oldest privately owned Scotch whisky distillery, has released 8-year-old and 16-year-old single malt whiskies to the Australian market.

Bladnoch 8 Year Old has been matured in two different cask styles one after the other to achieve a complex flavour profile. Natural in colour and with an ABV of 46.7%, the 8-year-old draws its flavour from two types of American oak red wine casks, creating a rich single malt which presents strawberries and cream with herbal pinecones on the nose, strawberry jam, polished oak and nutmeg on the palate, and a very long, warm, sugary finish.

These enhancements to Bladnoch's exceptional Lowland whiskies, which are now being rolled out globally, are part of the distillery's continued growth since being acquired by businessman David Prior in 2015, the first Australian to own a Scotch whisky distillery.

For distribution or direct inquiries, please contact ICONIC Beverages
www.iconicbeverages.com.au
www.bladnoch.com



70 BOATS FOR 70TH ZEPHYR NATIONALS

Over 70 keen sailors from Central Otago to the Far North are expected to compete in next year's Zephyr Nationals, to be hosted by the Howick Sailing Club in Auckland, March 12 to 15, 2026 – the 70th Nationals for the class.

The Zephyr is a single-handed, one-design 3.35-metre centreboard yacht, designed by Des Townson in 1956. Seventy years on, it is still the most active adult dinghy sailing class in New Zealand with up to 300 boats sailing.

Built in wood for 65 years and now in fibreglass, the class continues to grow. Class President, John Kliffen, says, "The Zephyr is a very easy boat to sail, and it is great to see the growing number of

Upgrades are underway to the wingsails of all 12 teams after the recent failure of Australia's rig.

UPGRADES TO F50 CATAMARANS

Following a full inspection and review, SailGP can confirm a series of upgrades are now underway to all 12 wingsails in the championship's fleet of high-speed F50 catamarans. Ahead of the Mubadala New York Sail Grand Prix (June 7-8, 2025), each boat will receive an upgraded 'main element 1' – the area of the wingsail that bears the most load in racing conditions – with further upgrades scheduled throughout the season.

The news follows confirmation of a bonding issue in some shear webs across the F50 fleet, which are being replaced alongside the upgrades. Works will ensure all 12 boats are not only in top shape for New York, but perfectly matched too – a critical part of SailGP's commitment to even, one-design racing.

Changes will bolster the strength of wingsail elements, with teams working across multiple facilities to remove and upgrade affected parts, reinstall electronics and systems, and rebrand each wing. On-site, each SailGP team will complete a full sea trial in its own F50 in addition to extensive checks conducted by SailGP's team of designers and engineers.
www.sailgp.com

younger sailors and women sailors entering the class, giving the experienced grey-haired sailors some great competition!"

The Rear Commodore of the Howick Sailing Club, Marc Frewin, says, "We welcome the Zephyr fleet from around New Zealand to enjoy the 70th regatta and associated celebrations, along with great sailing conditions on the sparkling waters of Tamaki Strait, right in front of our clubhouse."

Sailors in the Nationals will likely range in age from 20 to 80 years and in skill level from social club sailors to past Olympians, but they will all enjoy the camaraderie and fun.

Pictured is the lineup of Zephyrs at the 60th Nationals at Manly Beach, Whangaparaoa, in 2016.
More info: zephyr.org.nz and howicksailingclub.co.nz

OPINION: ANTIFOUL EFFECTIVENESS

Welcome
Bay of Islands Boatyard
Don't Panic
we are here to help

ANTIFOULING: TIME TO CLEAR THE DECKS ON REGULATORY DELAY

MARINA OPERATORS and New Zealand boat owners are facing an increasing challenge in the form of antifoul effectiveness.

Anecdotally, we are now hearing that some vessels are accumulating barnacle growth in a matter of weeks after antifoul application – not only in Auckland but further afield

We understand and support the EPA's 2013 review, which removed products harmful to the environment and to human health, which resulted in some products being removed from circulation immediately and others from 2023.

However, we are very concerned about the lack of viable alternatives making it to the local market, the impact of this on our customers, and the potential consequences for the environment.

We need a choice of safe and effective antifoul products on the market that enable boat owners to maintain their boats and manage biofouling.

I've been closely following developments overseas. By way of example, AkzoNobel's B-Free and Altex's Repell products are already delivering excellent results for boat owners overseas and in local trials. Yet we seem to be stuck in a regulatory holding pattern when it comes to making them available to customers.

There are unintended consequences to the lack of access to effective antifoul coatings. When boats foul up faster, they're cleaned more often, which means more sanding, more antifoul applications, and greater risk of contaminants entering our waters. If boat owners delay, avoid, or take shortcuts related to maintenance and antifoul application, they are likely to create greater environmental impacts and also be at higher risk of transporting pest species from place to place.

The system is broken when internationally proven, safer products are delayed by years of paperwork while older, less effective options remain our only legal choice.

We invite feedback from the industry, and we request an urgent review of the antifoul product approval pathway. We must find a way to enable access to products that support both boat owners and the environment.

By Chris Galbraith,
Chair New Zealand Marina Operators Association (www.nzmoa.com)

The effectiveness of existing antifoul preparations appears to be waning. Boat owners and marina operators need access to new, more effective anti-foul agents, says Galbraith.

WHAT'S HOT ON *BOATING NZ'S* WEBSITE

FROM WARTIME HEROES AND BLUE WATER RESCUES TO OWNERSHIP ISSUES, THESE ARE THE STORIES THAT HAVE CAPTURED READERS' ATTENTION THIS MONTH. BOATING NEW ZEALAND READERS HAVE BEEN DIVING DEEP INTO STORIES OF THE PAST AND PRESENT – STORIES WITH SALT, STEEL AND SOUL. WHETHER IT'S A TRIBUTE TO THE VESSELS THAT SHAPED HISTORY OR REAL-TIME RESCUE MISSIONS AT SEA, THE MOST POPULAR ARTICLES THIS MONTH SPAN NOSTALGIA, DRAMA, ADVENTURE AND OWNERSHIP INSIGHTS.

SOME HIGHLIGHTS

FIND ALL OUR MOST-READ ONLINE ARTICLES HERE AT WWW.BOATINGNZ.CO.NZ/STORIES-OF-THE-MONTH OR SCAN THE QR CODE

HISTORY AND HERITAGE: STORIES THAT ENDURE

Maritime history continues to resonate. Our tribute to NIWA's RV *Kaharoa*, retired after more than 40 years of scientific service, drew a strong response from readers who recognised her quiet legacy. Our retrospective on Dunkirk's 'Little Ships' also struck a chord. Marking 85 years since the extraordinary civilian-led evacuation, it's a reminder of how ordinary boats can do extraordinary things—something New Zealanders instinctively understand.

Closer to home, our magazine feature on the Yates family and their Bailey & Lowe launches celebrated a uniquely Kiwi boating legacy. Likewise, the profile on John and Linda Parrish – stalwarts of race management – highlighted the unsung heroes of sailing, and proved just how appreciated their contributions are by the wider boating community.

Hot stories include articles on NIWA's RV *Kaharoa*, top left; Dunkirk's 'Little Ships', bottom left; A Pacific Rally rescue, top right; and Jet Boating NZ's upcoming The Bridge to Nowhere weekend, bottom right.

DRAMA AT SEA: RESCUE AND RESILIENCE

The most-read article of the month revisited the tragic 2024 loss of three fishermen off Gisborne, as discussed on the NZSFC Pod and Reel podcast. It was a sobering read (and listen), exploring how changing conditions and critical decisions shaped the final moments of that ill-fated fishing trip.
Another high-traffic article covered the Australian Navy's rescue of four sailors after their yacht lost steering en route to Fiji on the *Island* whilst on the Pacific Rally 2025. It was a timely reminder of the risks involved in offshore cruising– and the skill it takes to prepare well.

Rounding out the theme was a short but impactful piece on HMNZS *Taupo*, which interrupted training to respond to a mayday call near Rangitoto. A compelling example of how quickly exercises can become real-life missions.

EXPLORATION AND ENVIRONMENT

Not all stories were heavy. DCNZ's Lake Tarawera dinghy raid and Jet Boating NZ's upcoming Bridge to Nowhere weekend offered inspiring snapshots of adventure boating in remote locations. These stories continue to appeal to our readers' love of freedom and the backcountry.

On the ownership front, our coverage of antifoul regulation delays prompted a lively debate. Boaties are concerned about ineffective coatings and the lack of viable alternatives—a hot topic as marine biosecurity becomes a growing concern.

review

Stabicraft 2050 Frontier Profish

WORDS BY
JOHN EICHELSHEIM
PHOTOGRAPHY & VIDEO
BY **ROGER MILLS**

CROSSING

FRONTIERS

Stabicraft's 2050 Frontier is one of three models in the company's new 2050 range. Aimed squarely at sportfishers, the Frontier is available in Adventure, Sportfish and Profish versions. Over six metres long, this large centre-console model is offered with a range of factory layouts and a mind-boggling array of configuration options.

The boat we got to play in on a breezy autumn morning was a range-topping Profish model painted in striking Stabicraft red with an array of options that Stabicraft expects will be representative.

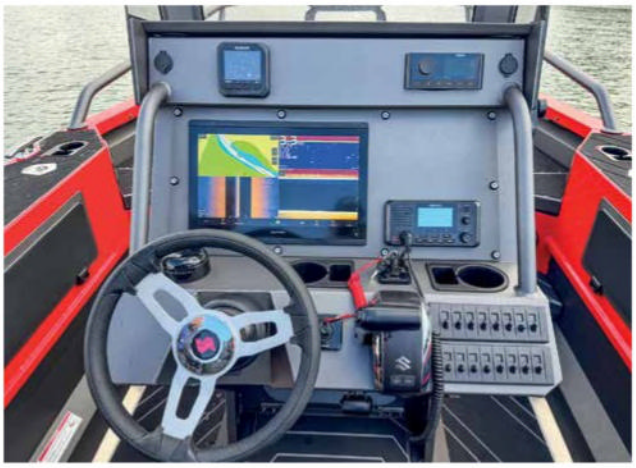
For instance, our boat had the larger, double-width console, positioned amidships, and a two-person bench-style seat with useful storage underneath, rather than twin suspension seats, which are optional. The Frontier can also be ordered with the console set further aft, opening up mid-deck space, or with a narrower console with a single plinth-mounted or suspension helm seat.

BIGGER, BETTER

Stepping aboard the Stabicraft 2050 Frontier is something of a journey of discovery. Everywhere you look you'll find innovative design features, imaginative storage options, and clever layout solutions, all of which contribute to an exceptional sportfishing boat that is also suitable for more general recreational boating duties.

The new Frontier builds on the success and popularity of the old model, which was discontinued in 2022, but is larger and much improved. It shares many philosophical and stylistic cues with Stabicraft's Frontier 1550 and 1450 models, both of which have been runaway success stories.

Built on the same wide-bodied hull as the Stabicraft 2050 Supercab and Treker, compared to the old model, the new Frontier is wider, with more beam externally and internally, and much more usable space forward thanks to redesigned coamings. The overall styling has been updated, including more contemporary-looking consoles and a new 'blade' style bow rail with optional lightbar. The new Frontier also gets the latest generation GameChaser transom, familiar from other Stabicraft models, offering superior handling and safety in reverse. Other improvements include a jump in maximum rated horsepower (from 175hp to 200hp) and greater fuel capacity – 200 litres in an underfloor tank.



The test boat was carried on a dual-axle DMW multi-roller trailer with override brakes and LED lights. All up, the rig weighs in at around 1,500kg on the road with half a tank of fuel. I towed it the short distance to the boat ramp at Stillwater behind a Toyota RAV4 Hybrid. Launching and retrieving was straightforward, even with a single-speed manual winch. For ease of garaging, the screen folds down.

CLEAR THE DECKS

Boarding the 2050 Frontier via the two-step boarding ladder, there's a low step-through transom opening on both sides giving access to the modest boarding platform aft, which can be configured with a cage. In this instance the transom featured the Superfish transom box comprising a live bait tank with a cutting board/rigging table above (trap-door access to live well), four rod holders and two cup/sinker holders across the back. A ski-pole hoop is an option and a pair of standard fold down steps/seats in the corners make stepping over the transom easier.

Below the bait tank is the battery locker for house and start batteries etc., nicely protected and off the floor. The battery isolation switches are conveniently located on the starboard side aft, handy to the boarding ladder.

The double-width console is complemented by an upholstered two-person seat box with a reversible backrest that also locks in the vertical, halfway position for support when standing up to drive. There's an optional 105-litre fish box underneath, dry storage in a shallow locker under the seat and more under the footrest, which hinges up, extending a metal box that cantilevers outwards. Very clever and off the floor too.

The three-tier console has ample room for big-screen MFDs – in this case a 19-inch Garmin unit, a full suite of toggle switches, Garmin VHF, Suzuki instruments (engine data is also displayed on the MFD), VHF and stereo head unit, a couple of USB outlets, a lipped tray perfect for cell phones, cup holders, throttle control, and useful handrails on either side. Like everything else on this boat that isn't welded on – railings,

SUZUKI
2050 FRONTIER
STABICRAFT

hatch covers, side panels, seat boxes and more – it's finished in an attractive, hard-wearing Stabicraft exclusive powder coat paint in 'spica pearl' colour.

The deck space this model provides is exceptional. There's plenty to work with behind the seat box and enough internal beam to easily move past the double-width console. The deck, coamings, stern and casting platforms – even the anchor locker hatch cover in the bow – are covered in dark-grey EVA for comfort, good looks and superior grip.

So too are the extra-long side pockets, furnished with rubber-sealed covers in the Profish to keep them dry and protected. These side lockers are long

TOP L-R Wide console offers plenty of space; Stretching the 2050's legs; Reversible backrest also locks in an intermediate position; Equipment details.

LEFT The casting platform is big enough for a crowd.

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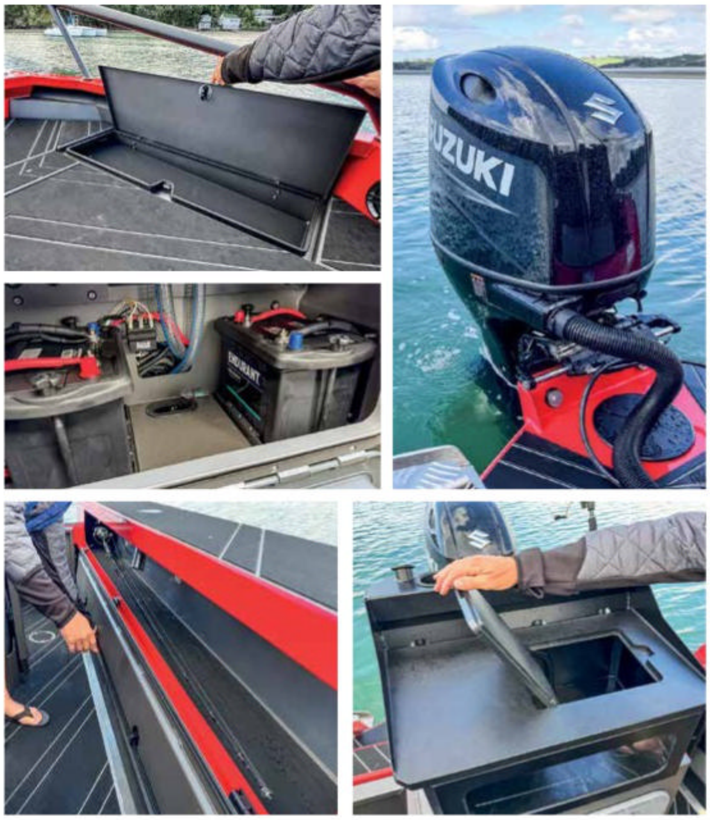

ABOVE Tackle storage beside the casting deck; impressively quiet Suzuki DF250; Access to the live well through the rigging table; Extra-long, covered side pockets store 8ft rods; Protected battery shelf.

OPPOSITE Comfort, performance, responsive handling and ample power.

enough to store several fishing rods up to 2.5m long (8ft). The Profish also gets six stainless steel through-coaming rod holders for trolling, plus rod holders in the bow for storage and tackle rigging. The washdown outlet and hose are inside the starboard-side locker.

Stabicraft's sealed 'life ring' Arrow pontoons feature closed-cell foam baffling, which contributes to quiet running. Between the pontoons and the vessel's underfloor chambers, there's almost 2800 litres of sealed chamber volume, providing a huge amount of reserve buoyancy.

STEPPING UP

The optional casting deck in the front is a salient feature of the 2050 Frontier Profish. It's vast, with room to easily accommodate three or even four anglers all casting at once. Such a large platform sets this boat apart from most other offerings on the New Zealand market, although there is a growing number of boats with bow platforms being built for both domestic consumption and export. The original Frontier range was created many years ago to meet the needs of lure fishers in tropical parts of northern Australia and these latest Frontier models should find favour there too, as well as in North America and at home in New Zealand.

Under the bow platform is a massive storage area (600 litres) – room enough to swallow all kinds of bulky items. The lid is supported by gas struts, as is the anchor locker hatch cover, and amply reinforced to prevent any chance of distorting under the weight of anglers. It is secured with a substantial latch and can be locked for security.

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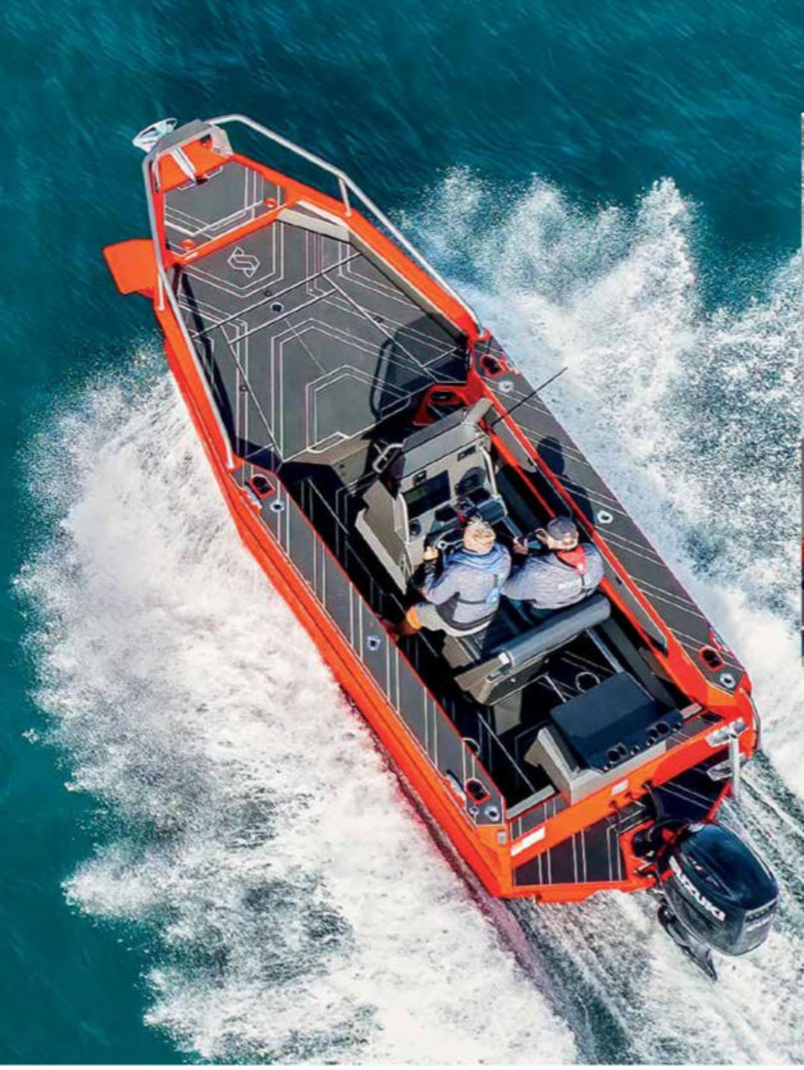

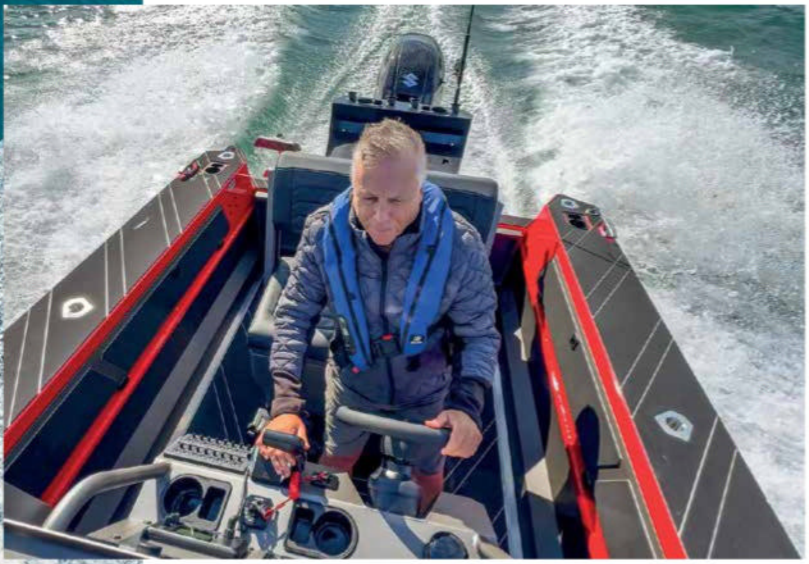

The boat is furnished with a separate anchor locker containing a drum winch spooled with warp and chain and a Sarca anchor secured on the fairlead. Good-sized lockers to either side of the platform at floor level are meant for tackle storage. Gutters and drains protect them from water ingress.

Standard across the range is provision for an electric bow motor, with a factory mounting plate, battery tray under the foredeck and, in our case, a pre-wired loom ready to hook up to the electric. Similar pre-wiring is available for electric reel and downrigger power outlets.

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POWER & PERFORMANCE

The subject of this review was powered by a Suzuki DF200A Stealth outboard, a super-quiet engine right at the top of the recommended power range for this hull. Unsurprisingly, performance was excellent, with strong acceleration and plenty of torque, which allows the boat to maintain speed when the sea cuts up a bit.

We had a building northeast wind on the morning of our review, so there was some swell and a rising chop to contend with, which got bigger later as the wind built. Our run out to Tiritiri Matangi was largely into and partially across the wind and sea. This was accomplished comfortably enough at around 22 knots, at which speed we stayed mostly dry and in contact with the water – any faster and we started to grab a bit of air.

As applies to any centre-console, you can expect to cop a bit of spray in windy conditions, especially with the wind on the quarter or the beam, but compared to many such boats, the Frontier is remarkably dry. The wider console does a good job of sheltering the boat's occupants, too, though obviously not as well as an enclosed cabin – if that's what you're after, the 2050 Treker or Supercab models would suit you better.

We found some shelter in the lee of Tiri where we shot video and stills for this story, also taking the opportunity to stretch the 2050's legs, touching 38 knots before we ran out of flat water. There seemed to be power and speed in reserve, too.

Like other Stabicraft models I've experienced, including my own 1450 Frontier, the 2050 corners flat, feeling very much like it's on rails. You can generate considerable g-force if you turn sharply enough.

With 200hp driving a large-diameter stainless steel propeller, the boat pops onto the plane as soon as you touch the throttle lever, which is electronic, so quite sensitive. Steering is hydraulic, by Ultraflex, providing a nice balance of lightness and feel. Slow speed handling and control is very good, including in reverse (Gamechaser transom), and I've already mentioned how quiet the Suzuki is, especially at idle, but also tootling along at five knots, which was necessary in the estuary at Stillwater.

Where this model really excels is fishability. The bow platform is epic, and with the legendary stability of a Stabicraft, there should be no issues putting two or three anglers on the bow at once, having them fish all along one side, or from the rear platform if you opt for the cage. Moving around the deck is easy; the decks and coamings are clean and uncluttered, except for the solid cleats aft and amidships, and there's built-in tackle storage galore, including for rods – and it's factory prepped for an electric bow motor, downrigger(s), and electric reels.

HEAD OF THE FAMILY

The Stabicraft 2050 Frontier is the largest model in the Frontier family, taking all of the great features of its smaller siblings and amplifying them, while adding a raft of new features that reflect its more recent development. For lure fishing enthusiasts, it's hard to think of a more suitable vessel – one that offers all the advantages of its larger size, including the ability and range to make long runs to remote locations and easily tackle offshore conditions.

While this model is bound to make waves across the ditch and in other export markets, I expect it will find plenty of keen takers amongst Kiwi anglers as well. BNZ

Stabicraft 2050 Frontier Profish

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PRICE AS REVIEWED (PROFISH, 200HP)
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MANUFACTURED BY
Stabicraft Marine
www.stabicraft.com

HIGHLIGHTS

All models can be configured in so many different ways

Massive bow platform with 600 litres of storage underneath

Wide body design gives ample deck space and good access around the centre console

SPECIFICATIONS

loa	6.32 m
Beam	2.31 m
Internal beam	1.72m
Draft	0.6m
Deadrise	16°
Fuel Capacity	200 L
Hull weight (dry, no motor)	875kg
Pontoon/life ring thickness	3mm
Hull thickness	5mm
Recommended hp	150hp
Max hp	200hp
Engine	Suzuki DF200

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feature

Up the Creek

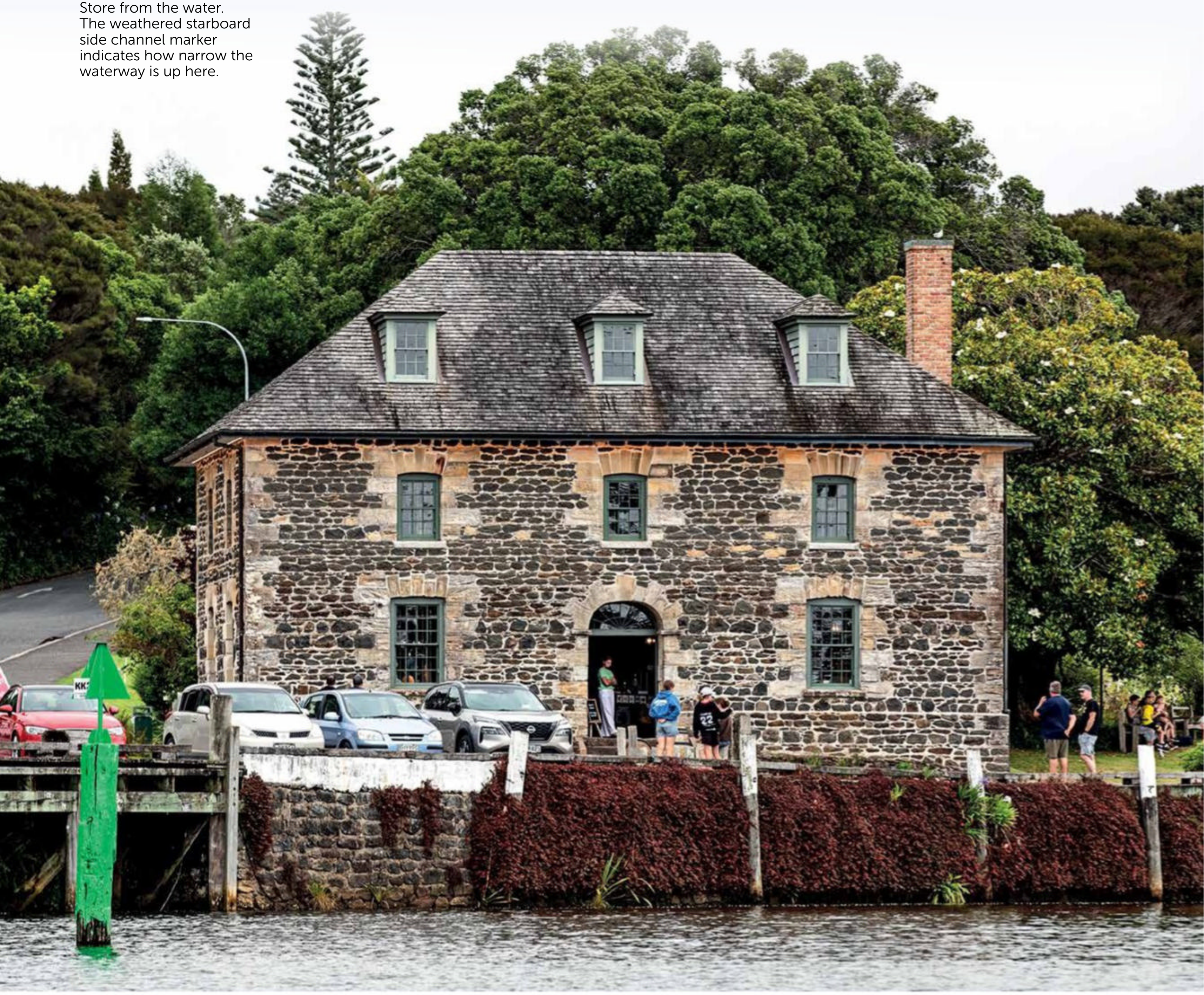
WORDS BY **ALEX STONE**
PHOTOGRAPHY BY
LESLEY STONE & SUPPLIED

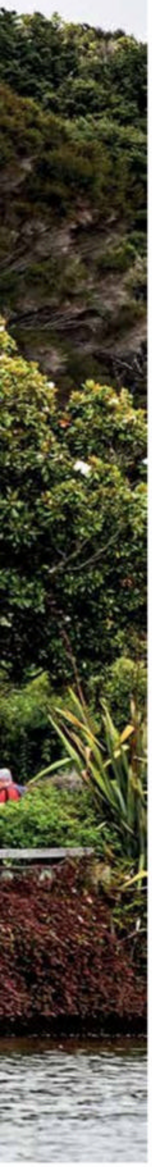
KERIKERI INLET

FLOCKING TO HISTORY

Our Up the Creek adventure took us into history, to a place most photographed though not always as well known.

Dinghy Cam: the Stone Store from the water. The weathered starboard side channel marker indicates how narrow the waterway is up here.





You realise you've reached the navigational limit of this Up the Creek trip following the Kerikeri Inlet in the Bay of islands, when you see a line of birds, ducks and gulls, standing on the water.

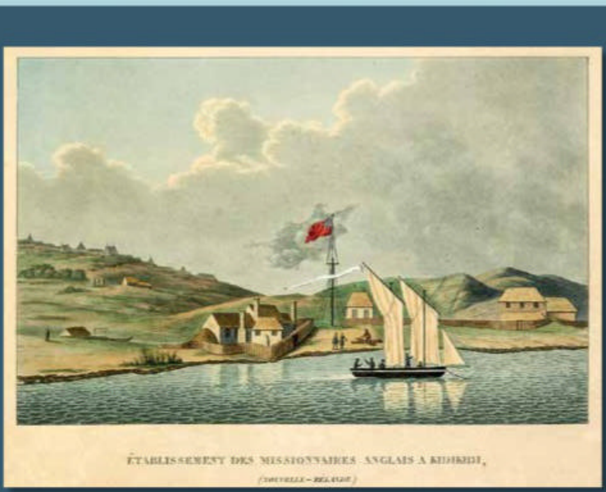
And it's not a hallucination – rather, actually, they're perched on the rocks just below the surface that mark the end of the boat passage, and the ecotone between salt- and freshwater systems. For here is where the sweet water of the Waipekakoura River spills over that rock sill into the tidal Kerikeri Inlet. It's one of five waterfalls in this area, all connected by walking trails. So this could be the waterfalls-themed Up the Creek too. And in this case, it's quite appropriate that the birds standing on the water are a mix of freshwater and seabirds.

In common with an observation of almost all our Up the Creek adventures so far, this spot where potable water meets the briny is where human settlement was first situated. There's always history in these places. As there is, assuredly, at Kerikeri.

Right by the rocks and the birds standing on the water, appositely, is the Mission House, a two-story weatherboard building of Georgian-era design. It's the oldest extant wooden building in New Zealand. It was built in 1820-22 by John Gare Butler (well, he oversaw the work), the first properly ordained clergyman to be posted to and live in New Zealand by the Church Missionary Society (CMS).

Naturally this desirable location had long-time settlers already there, in the form of the assertive and confident Ngāpuhi people, with their substantial pā named Kororipo (meaning 'swirling waters') which dominates the southern-bank headland at the last bend of the inlet before arriving at the Stone Store basin.

Butler's boss was the stern Samuel Marsden, the CMS agent in New South Wales, based at the Parramatta parish in Sydney.


ÉTABLISSEMENT DES MISSIONNAIRES ANGLAIS A KIDIKIDI,
(NOUVELLE-ZÉLANDE)

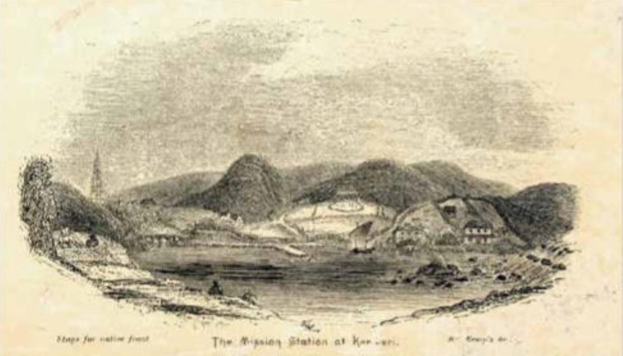
BOAT PICTURE TELLS A STORY

It goes by the title *Établissement des missionnaires anglais a Kidikidi, (Nouvelle-Zélande)* – the English missionary settlement at Kerikeri, New Zealand. I especially like the details of the two-masted lugsail boat in the foreground.

This hand-coloured stipple aquatint engraving records the voyage to the 'South Seas' of the corvette *La Coquille* under the command of Louis Isidore Duperrey (1786-1865) and his deputy Jules Dumont D'Urville, in 1822-1825. It's part of the eight-volume *Voyage autour du monde* published by Arthus Bertrand (1826) and is based on an 1824 watercolour by Louis Lejeune and Antoine Chazal which were in turn engraved by Ambroise Tardieu.

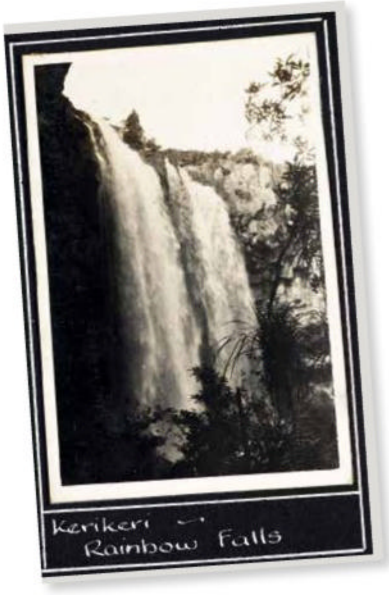
The French party stayed at 'Kidikidi' on the night of 9 April 1824.

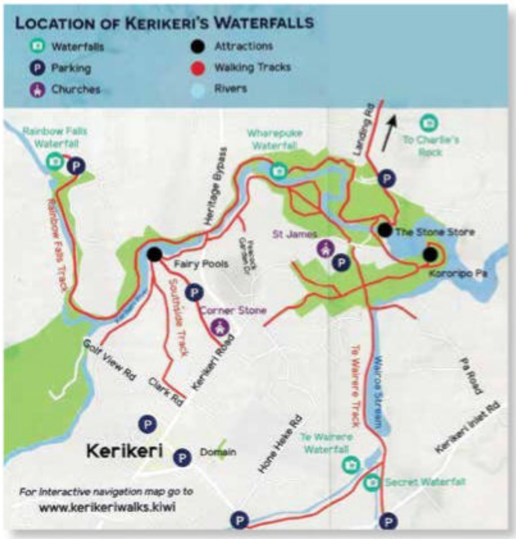
From The Fletcher Collection, held by Te Papa Tongarewa the Museum of New Zealand Wellington


Steps for native feast
The Mission Station at Kerikeri.

ABOVE Welcoming whare at Te Ahurea, opposite the Stone Store.

LEFT Mission Station at KeriKeri 1835, from *Missionaries of the Church of England Māori Mission 1814-40*; Stone Store 1812.


Kerikeri — Rainbow Falls


LOCATION OF KERIKERI'S WATERFALLS
Waterfalls
Parking
Churches
Attractions
Walking Tracks
Rivers
Rainbow Falls Waterfall
Rainbow Falls Track
Heritage Bypass
Wharepuke Waterfall
Landing Rd
To Charlie's Rock
Fairy Pools
Southside Track
Corner Stone
Kerikeri Road
Golf View Rd
Clark Rd
St James
The Stone Store
Kororipo Pa
Te Waimate Track
Wairoa Stream
Pa Road
Kerikeri Inlet Rd
Hone Heke Rd
Te Wairere Waterfall
Secret Waterfall
Kerikeri
Domain
For interactive navigation map go to
www.kerikeriwalks.kiwi

Previously, Marsden had bought 13,000 acres at Kerikeri from Hongi Hika (who they knew as 'Shunghee Heeka') and his iwi in 1819 for 48 axes. It was a strategic military move – Hongi encouraged the mission and the Europeans there because he wanted to get muskets as well (missionaries called them 'civilised weapons').

The site for the Kerikeri Mission was beside Kororipo pā, the nexus of Ngāpuhi's rohe (area of influence) and where Hongi Hika based his waka taua (war canoes).

John Butler and the Māori at the mission established a modest-sized farm here, and on May 3, 1820 the missionary gushed: "The agricultural plough was for the first time put into the land of New Zealand at Kideeekidee [you'll note all the different spellings of the place in this story], and I felt much pleasure in holding it after a team of six bullocks … I trust that this day will be remembered with gratitude and its anniversary kept by ages yet unborn. Each heart rejoiced in this auspicious day and said, 'May God speed the plough'."

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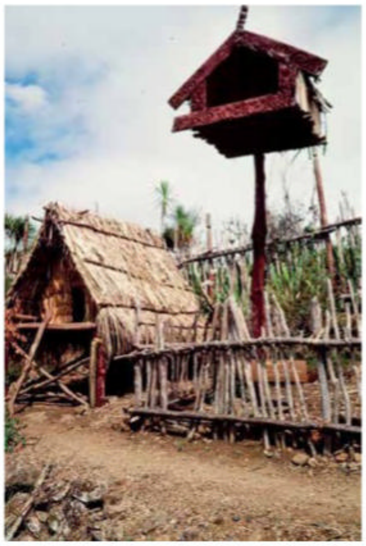
LEFT Rainbow Falls 1912 and waterfalls map; Contrast in boat shapes in the inlet; Christmas excursion, KeriKeri Falls 1903, *Auckland Weekly News.*

RIGHT CLOCKWISE FROM TOP L Kerikeri School boatbuilders for Centennial Exhibition, 1939. *Auckland Weekly News*; Pataka in model village, 1980s. Eric Young photo; German Borgward Isabella saloon car, 1950s. Jack Chapman photo; Kemp House in the 1980s. Eric Young photo.



Ironically, given their hopeful message of peace, goodwill, and compassion, the missionaries were a fractious lot. Butler and Marsden fell out. Butler was fired by Marsden in 1824 over a dispute about paying for timber. But there were probably other reasons. Read on.

Elsewhere in the Bay of Islands, William Yate, the CMS missionary at Paihia, was also dismissed by Marsden after allegations of sexual interactions with young Māori men. Yate reckoned he was innocent , complaining that “to be accused [by Marsden] was always to be found guilty.” But still, Yate’s fellow missionaries were outraged – so they burnt all his stuff and shot his horse.

The missionary enterprise in New Zealand actually started in 1814. The first mission station was established at Rangihoua Bay, further out and on the north shore of the Kerikeri Inlet. Despite it being a total failure (no converts and destroyed by Māori), Marsden tried again in 1820.

Thomas Kendall had set up a school at Rangihoua, learned the Māori language, devised how to write it, and published the first Māori dictionary. But he was suspended

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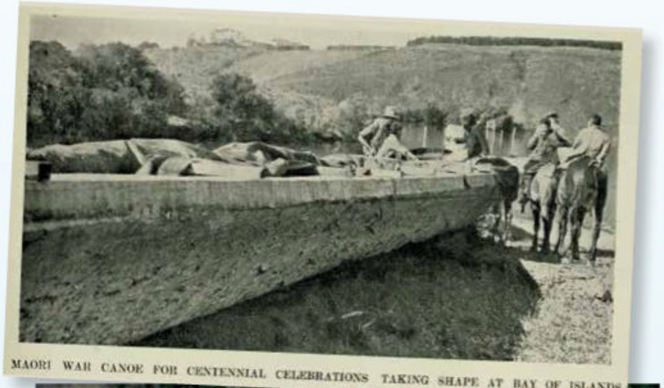

MAORI WAR CANOE FOR CENTENNIAL CELEBRATIONS TAKING SHAPE AT BAY OF ISLANDS

for adultery in 1822. (His wife, Jane Quickfall, fell from grace too, even quicker – but that's another story…)

A succession of missionaries lived in the house at Kerikeri until James Kemp and his family set up there in 1832. By then, Kerikeri had pretty much lost all its strategic importance. Hongi Hika had died, and imported diseases had decimated the Ngāpuhi people.

But the initial six years at Kerikeri, which overlapped with intertribal musket wars were harrowing for the missionaries. They experienced robberies and were at times 'impotent onlookers' to brutal treatment delivered to slaves captured from other iwi.

Still, by 1828 schools were flourishing and church services well attended. James Kemp and family kept this up. By 1835 Charlotte and James Kemp had eight children of their own. They also took in Māori children to their home. By 1840 the Kemps were the only missionaries left at Kerikeri.

During the Northern War between the British and Ngāpuhi, 1845 to 1846, the Kemps were among the few Europeans who stayed. British troops travelled through Kerikeri to the battles at Ōkaihau and Ōhaeawai and on May 4–5, 1845 the station became a temporary barracks. Later the Kemps helped with tending the wounded.

The Kemp's descendants lived in the mission house until 1974, when it was donated to the New Zealand Historic Places Trust. The Stone Store was bought by the Trust in the same year.

In 2008 the road bridge that had been built across the river was demolished by, according to some locals, 'some over-zealous heritage types.' But this did remove heavy traffic from the immediate area, and with a 1.6km bypass, created the more peaceful historic precinct we know today.

The last car to cross the old Stone Store basin bridge was a 1913-14 Model T Ford from Pete's Pioneer and Transport Museum in Kerikeri. This was symbolic: it was also a Model T Ford that made the first crossing of the original wooden bridge in 1915.

A walking bridge across the creek now takes visitors to Te Ahurea, an immersive learning centre for Māori culture and heritage. [See more in info box]

And right next to the mission house is the Stone Store, which by now must have been photographed a million times by Kiwi visitors and tourists alike. It's the oldest stone building in New Zealand.

Lesley's challenge was to capture this much-photographed building from a new angle. Our little rubber dinghy obliged – not many tourist shots are from water level from the creek. She also wandered around inside, soaking up the muted, sun-beamed light.

Lesser-known parts of the Stone Store story contain some anomalies. Like the fact that much of the stone used in its construction is Australian – sandstone brought over from quarries near Sydney. The normally temperate NZ History website calls the Stone Store 'New Zealand's first architectural white elephant.'

"The building's impossible location, up a shallow creek and far from the shifting frontier of missionary endeavour, arose from infighting between the CMS's Kerikeri and Paihia factions. 'You may ask why, then, did we go to so great an expense in the erection of a building which is now condemned by the collected wisdom in New Zealand,' CMS leader Henry Williams wrote to his superior in 1835. He knew very well why. Marsden feared that whalers and traders would have more pulling power than preachers and backed Kemp precisely because this warehouse was far from temptation."

But there was more. At a late stage in construction someone

ABOVE Waka building for Centennial exhibition 1939. *Auckland Weekly News*; Wakas to paddle from Te Ahurea, the cultural centre on the north bank of the Kerikeri Stone Store Basin.

OPPOSITE PAGE An outing with self-drive electric boats, at civilised speed and quietude; Adventures ahoy! An early morning departure.

BELOW Motukokako Piercy Island, just off Cape Brett at the entrance to the Bay of Islands.

stuck a structurally unsound belfry/clock tower on Kemp's folly. It probably lasted less than a decade but it explained why early visitors frequently shook their heads at it, towering over the chapel. The heavy window bars, built by Kemp himself, showed how much he feared his Māori overlords.

Then it was flooded in 1981 after forestry slash dammed the river at the nearby bridge.

But let's back up a bit. For our current Up the Creek, we anchored near Windsor Landings boat ramp and jetty amid some local moored boats and opposite the Kerikeri Cruising Club and Marina, choosing to go up the waterway in *Skyborne*'s dinghy tender. We felt this might replicate the slower passages up that same creek that people would have made back in the day. Many a waka paddled up here, and in missionary times whaleboats were rowed or crept along under lugsails.

While we were tootling up, I reflected on how the CMS missionaries chose to base their station well away from the bawdiness, prostitution, and constant brouhaha of Kororāreka (then being re-named and re-known as Russell), the whaling base that had been established here in the earlier 1800s. And also a locus for some pivotal moments in the lead-up to the Northern War – like when the flagpole there was chopped down a few times.

In his book *Adventure in New Zealand* (published in 1845), Edward Jerningham Wakefield summed up the character of Kororākeka's denizens thus: "the frankness and manly courage of the sailor mingle[d] with the cunning and reckless daring of the convict'." Though prone to drunkenness (just like Wakefield himself) and with a "general inclination to vice and lawlessness," they redeemed themselves in his mind via their "many generous and noble qualities". Ahem.

It was much quieter up at Kerikeri – more suited to the missionary lifestyle and their stated values and attendant mission.

Mind you, they did plant grapes there and make their own wine. Which may be why Butler was dismissed for 'drunkenness' by the uncompromising old Samuel Marsden. French explorer Dumont d'Urville had a quaff of it in 1840, describing it as "a light white wine, very sparkling, and delicious to taste". Maybe a chardonnay type – his favourite.

My historical reverie was broken by the navigational demands of following the twisting route – plenty of channel marker posts to follow, and some homemade signs; and Lesley finding intriguing things to photograph en route. Beautiful waterside homes; boats worth looking at (some, obviously, ocean voyagers from faraway); waterbirds resting; a fine weathervane!

On the way we were also rewarded by encountering an outing of elegantly-canopied electric launches, part of a fleet of self-guided tours operated by the NZ Electric Boat Company, based at the end of Riverview Road [See more info box]. I was almost embarrassed by the vroom-vroom of our small outboard motor. The electric boats offer excursions of a few hours to half a day, with destinations ranging from the Stone Store, to Waipapa Landing and Charlies Rock Waterfall, to the 'best kept secret' (according to Electric Boats man Chris Claydon) of the bush-clad Rangitane Creek. Another creek for us to explore in future.

It is possible to get all the way up the Kerikeri Inlet to the public wharf right by the Stone Store in a fairly big boat – a 35-40-footer, say, monohull or catamaran – but some of the turns are tight, and the tide must always be watched, depending on your draft. Nautical charts and Navionics put the low tide water depth at the wharf at 0.9m. Navionics, optimistically, posts an Anchorage symbol right here. Fine for trailer-sailers or smaller launches, I suppose; and yes, there are a couple of local cruising yachts of modest size/draft tied up nearby on pile moorings.

Heading back to *Skyborne*, and our planned voyage back to Auckland (our summer holiday cruise was drawing to a close), and I was thinking: now here's an Up the Creek adventure that could easily turn into a much longer sojourn. Like staying there forever…

FURTHER INFORMATION

Coastal Kayakers, Kerikeri
Sea kayak hire and tours
www.coastalkayakers.co.nz
Phone: + 64 (0)9 402 8105

Five Waterfalls Walks
Brochure and maps
www.kerikeriwalks.kiwi

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NZ Electric Boat Co, Riverview Road
Self-steer electric boat hire
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WAIKAWA BOATING CLUB WINEWORKS MARLBOROUGH WINE RACE

Racing for wine

February 14 saw the 2025 running of the WineWorks Marlborough Wine Race, organised by Waikawa Boating Club and co-sponsored by Liquid Action and Interpack.

Loosely based on the traditional Beaujolais Nouveau delivery from France to the UK each year, it was first run in 2001 between Picton and Wellington to deliver the first of the year's Marlborough vintage to the capital and is one of the three flagship events on the Waikawa Boating Club annual racing calendar.

More recently the race has been run from Picton to Resolution Bay. Yachts carry wine from the wineries that enter and race to see who can deliver this year's vintage first. Racing is on a first-over-the-line and a handicapped basis.

On Race Day the nine racers were greeted with steady breezes and bright sunshine ahead of a 10am starting gun. Things were looking good for a flying fleet start...until the wind dropped.

Nonetheless, the starting gun went off with nine yachts fighting it out to see who could get an early advantage.

Those honours went to Matt Michel, the only solo sailor in the fleet, onboard his racing yacht *Astruso*, carrying the pinot noir from Catalina Sounds. Matt picked the best line over towards Whatamango Bay, closely followed by Clive Ballett on *Coup d'Etat* carrying Grove Mill. Next to get the better breeze was Aaron Blackmore onboard the quick racer *Oldsmobile* carrying two wines, Eradus and Cirro, and these three boats set the pace for the rest of the fleet for the initial part of the race.

Tom Hutchison picked up the pace on *Indelible* carrying Rock Ferry, closely followed Tom and Maree van der Burgh

RESOLUTIO BAY CABINS

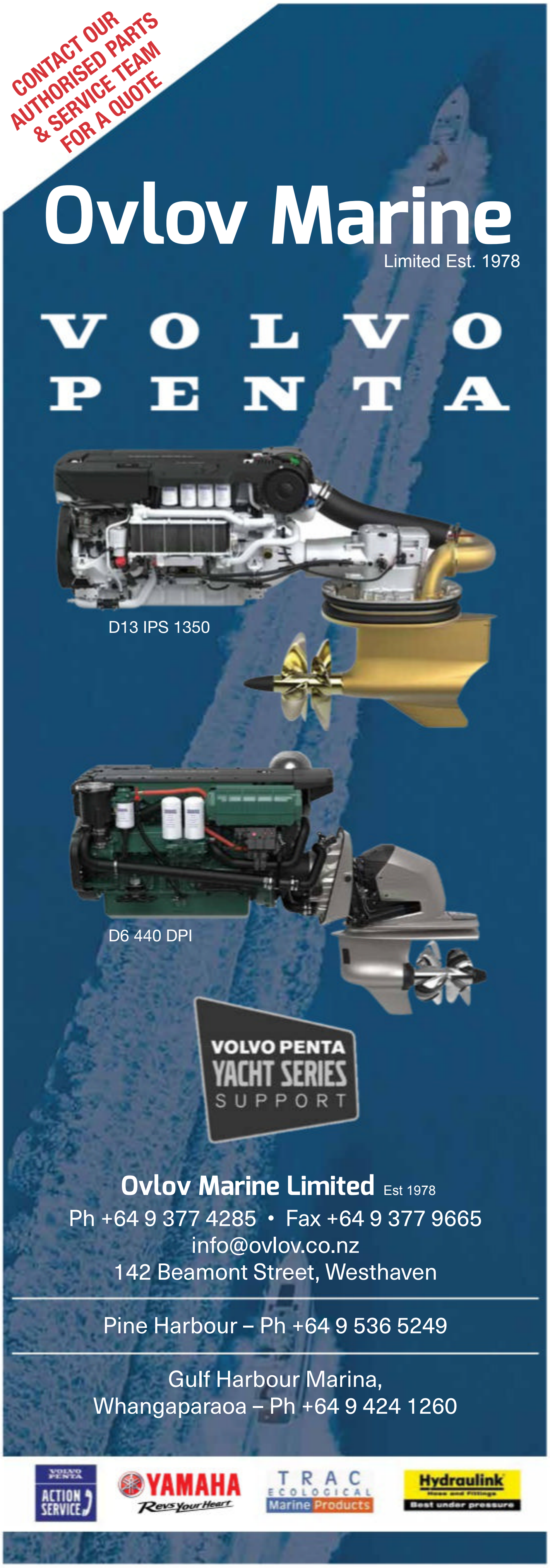
ABOVE *Oldsmobile* celebrate their finish

ABOVE LEFT The fleet just after the start.

on *Satu* with the Catalina Sounds sauvignon blanc, and Chris Williams on *Tequila II* carrying The Marlborist. Mike Williams in the little Easterly 30 *Felice* picked a more central line, looking for the breeze to fill in. Whilst *Felice* isn't your typical racing yacht, and was the smallest in the fleet, she added a bit of fizz by carrying the No1 Family Estate Assemble on board.

The starting breezes were less kind to Phil Jarvis on *Ocean Gem*, carrying Nautilus and Ant Moore wines, and the wind gods seemed to be looking the other way for the unfortunate Geoff Brodie on *Duetto*, carrying the Two Rivers entry.

The fickle nature of the breeze divided the fleet up into three distinct groups and it remained that way heading towards the Tory Channel entrance at Dieffenbach Point. Then the wind gods struck again: *Astruso* mostly managed to stay on the move, closely followed by *Coup d'Etat*, but things were getting a bit mixed up behind them. *Indelible* was hunting for more breeze and *Oldsmobile* was heading towards land looking for a bit of a catapult back out. *Felice* and *Satu* were swapping places regularly, before *Felice* got a bit more of a steady run, at one point looking like she might catch the usually fast *Indelible*. However, *Satu* picked up some great breeze heading across the mouth of the Tory Channel and soon started to show the following fleet a clean pair of heels.



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> The four closest following boats fought hard to get to the finish line at Resolution Bay...

Whilst *Oldsmobile* hunted breeze, the sparkling Nautilus on board *Ocean Gem* fizzed up a little and finally pushed her up past Felice. *Felice* briefly caught up with *Ocean Gem* and, in a remarkable turn of events, even managed a brief lead on *Oldsmobile*. *Indelible* was never far away and worked her way steadily up the race track. Poor *Tequila II* and *Duetto* never really copped a break and seemed to be perpetually stuck in flat water.

Not to be outdone by the smaller *Felice* and *Satu* ahead, *Ocean Gem* hoisted her gennaker and *Oldsmobile* finally found some elusive breeze to pass *Felice* and start hunting down *Satu*. They kept the pressure on the chasing boats as they tacked from breeze to breeze, even briefly flying her black gennaker in a vain attempt to chase down *Astruso* and *Coup d'Etat*. That one-two never changed, with Matt taking *Astruso* to the line, finally crossing first in a time of 4 hours, 45 minutes and 6 seconds.

The four closest following boats fought hard to get to the finish line at Resolution Bay in soft and patchy wind with *Coup d'Etat* eventually coming home 13 minutes later in second place. Next over the line was *Oldsmobile* in third place, followed by *Satu* and *Ocean Gem*.

With time ticking away, what little breeze there was died completely, preventing *Indelible* getting across the line despite being agonisingly close. Further behind *Felice, Tequila II* and *Duetto* all stalled with their sails hanging limply in the still air and blistering sun, unable to make any progress past the Bay of Many Coves. So close to the finishing line and yet so far away!

Nine boats started the race carrying 11 of the finest Marlborough wines, and while the corks only popped for five boats in the end, the consensus at the wine tasting and dinner back onshore at beautiful Resolution Bay was that it had been a fantastic day in the glorious Marlborough Sounds!

FURTHER INFORMATION: WWW.WAIKAWABOATINGCLUB.CO.NZ

WINEWORKS MARLBOROUGH 2025 WINE RACE – RESULTS

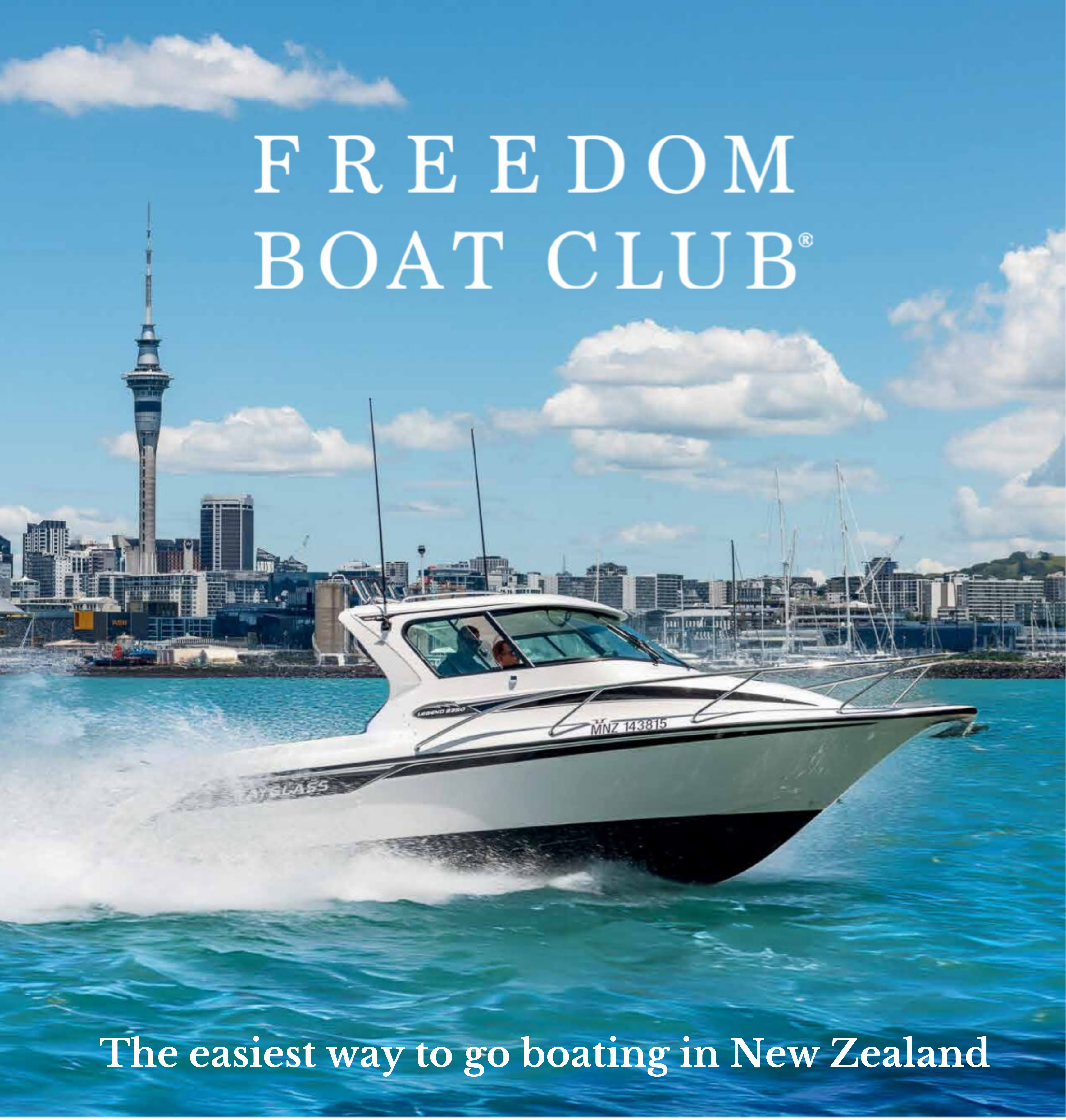
Line honours: Catalina Sounds pinot noir, *Astruso* (Matt Michel)

Handicap results:

1st	Grove Mill, *Coup d'Etat* (Clive Ballett)
2nd	Catalina Sounds pinot noir, *Astruso* (Matt Michel)
3rd	Catalina Sounds sauvignon blanc, *Satu* (Tom & Maree van der Burgh)
4th	Eradus & Cirro, *Oldsmobile* (Aaron Blackmore)
5th	Nautilus & Ant Moore, *Ocean Gem* (Phil Jarvis)
6th	Rock Ferry, *Indelible* (Tom Hutchison)
6th	No1 Family Estate, *Felice* (Mike Williams)
6th	The Marlborist, *Tequila 2* (Chris Williams)
6th	Two Rivers, *Duetto* (Geoff Brodie)

ABOVE The winning crew.

BELOW Tricky conditions for racing, but the wine always gets through.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WORDS BY **TOM O'NEIL** PHOTOGRAPHY **HAMILTONJET**

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FRUSTRATION BREEDS INNOVATION

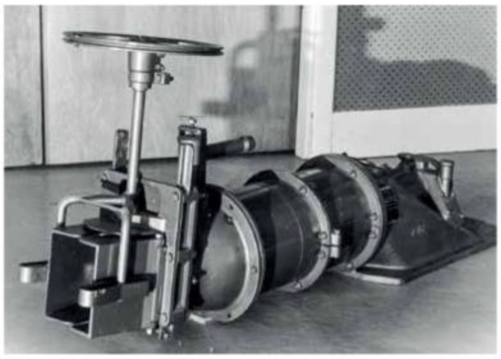
Seeking better access to the remote corners of his Mackenzie Country sheep station, Bill Hamilton was trialling different propulsion designs that would give him a craft that could access the regions shallow shingle rivers.

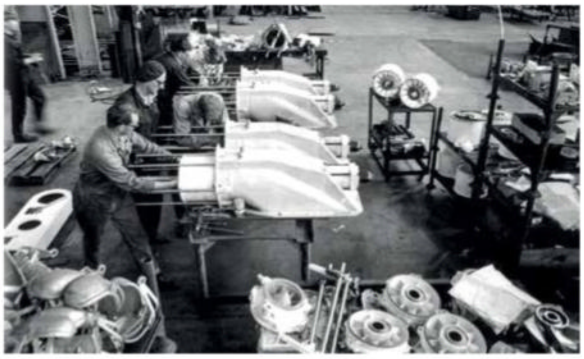
Earlier attempts at waterjet propulsion typically had short operational lifespans, largely due to inefficient designs and minimal benefits compared to traditional propellers. However, unlike earlier developments such as those by Campini and the Hanley Hydrojet, Hamilton approached the technology with a specific goal: to create a propulsion system capable of operating effectively in very shallow water.

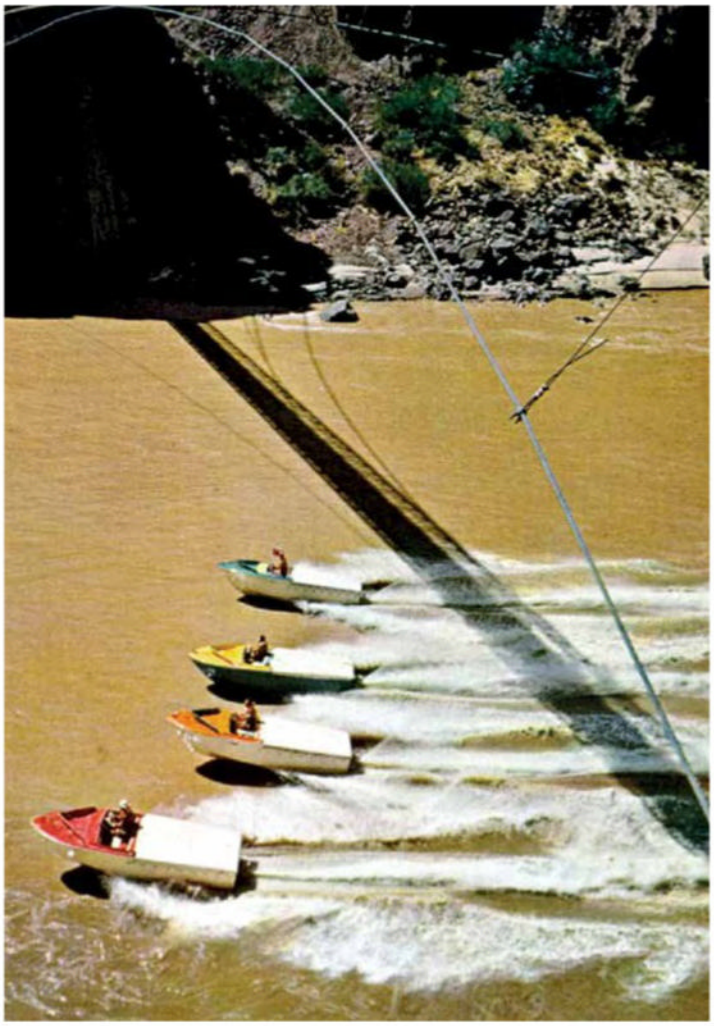
BREAKTHROUGH!

After a significant amount of trial and error, Bill invented the world's first fully workable and efficient waterjet propulsion system in the early 1950s in his Irishman Creek workshop. Little did he know that this groundbreaking design would transform the global marine industry, offering a more versatile alternative to traditional propeller systems.

Paired to a boat, the unit became a smash success locally, selling wooden jet boats of between 13 and 18 feet in length throughout New Zealand. Included amongst these was a 16-foot Jet 50 sent to Bill Austin in the USA, who demonstrated it







ABOVE CLOCKWISE FROM TOP L the factory in 1965; Hamilton jetboats on the Colorado River, 1960; Sir William Hamilton is knighted; Jet unit assembly 1960.

OPPOSITE TOP An early jetboat on home waters.

to potential builders. By the early 1960s, four licensed builders were set up in the U.K., Canada, USA and Australia.

AMAZING DEMONSTRATION

To prove the marine jets superiority over alternative options, Jon Hamilton (son of inventor Bill), led the first successful upstream run of the Colorado River through the Grand Canyon, arriving at Lee's Ferry with three of the four boats (one sank) on July 12, 1960.

At the particularly tricky Lava Falls Rapids, it took Jon (the most experienced jet boat driver on the team) two days to take all four boats up the most challenging rapid on the river with him ascending in one boat and then walking back down to repeat the process. On some occasions it took him half an hour to climb up individual standing waves. All previous attempts to run the rapids in reverse had been unsuccessful. (This would also, coincidentally, be the last time an upriver run of the Colorado River through the Grand Canyon was made).

BECOMING ICONIC

After initial commercial success, the first commercial jet boat operations (the forerunners of the Shotover Jet) begin on the Shotover River in 1964, which has today become a major part of our global branding and is familiar to any tourists visiting our country.

One of the defining aspects of the jet unit (and something all of us who have watched jetboats is well aware of) is the 'Hamilton turn' or 'jet spin' This is a high-speed manoeuvre where the boat's engine throttle is shut off, the wheel is turned sharply and the throttle opened again, causing the boat to spin around quickly with a large spray of water.

TODAY AND THE FUTURE

Over time, the HamiltonJet product and its market have altered from river boats to high-speed commercial craft. With a strong focus on innovation and continuous improvement, the brand is respected globally as the pinnacle of marine jet technology. Today, jet units power a wide range of craft and machinery around the world, including search & rescue and military craft, PWCs, ferries and even some sea-based wind windfarms.

A wonderful example of Kiwi ingenuity creating solutions to problems most people hadn't thought of yet. BNZ

OPPOSITE BOTTOM
L-R Bill at his desk; Chinook Stage 3 jet unit; Assembling jet unit in the 1960s.

LEFT
Bill Hamilton in one of his boats.

SUPERIOR SERVICE

Based at Hobsonville Marina and now boasting three brand-new, all-tide service berths accommodating vessels up to 24m (80 feet), Motor Yacht Service Centre (MYSC) offers a full range of services to luxury motor yacht owners, including annual maintenance, refits and upgrades, and motor yacht sales.

A family affair founded by Dean and Glynis Ryder and also employing the couple's daughters, Alice and Sophie and son-in-law Shanon, MYSC's genesis dates back 40 years, when Dean was the service manager for Riviera motor yachts in New Zealand.

Later, when Bill Barry-Cotter left Riviera to start Maritimo, Dean Ryder was approached to fulfill warranty and after-sales service functions for Maritimo, a partnership MYSC has now maintained for more than 20 years.

These days, in addition to Maritimo, MYSC looks after a wide range of motor yachts, including models from Riviera, Grand Banks, Azimut, Palm Beach, and more. The company provides maintenance and management services, as well as facilitating more major structural and mechanical work, including upgrades, refits, repaints, repowers and more.

MYSC can cater for up to three boats in the water and seven on the hardstand at one time, including covered facilities for up to two 24m boats and a full workshop for 14 staff, which allows it to operate as a shipyard. The hardstand area is fully-sealed, there's a 75-ton and 35-ton travel lift, and a fuel dock is about to be installed.

ANTI ROLLING GYRO
JAPAN

One of the company's hero offerings is its Annual 250-point Service Plan, an annual preventative maintenance programme designed specifically to meet the needs of motoryacht owners. MYSC's professionals check over all the electrical, electronic, mechanical, structural, plumbing and engineering aspects of your vessel, so you can be confident it is ready for action when you are.

In addition, all MYSC's 250-point Service Plan customers can call upon their 24/7 emergency call-out service, whether it's a simple question or a major issue that needs resolving. The team at MYSC are always on hand to help and ready to travel where they are needed.

Joining the service plan programme takes the hassle out of maintaining your boat and knowing that there is always one person who can help you with all queries on your vessel. The service plan boosts the resale value of your vessel (MYSC can look after that, too) and also lifts customer satisfaction by helping to make boating fuss-free. In addition, the service plan has bolstered the walk-on, walk-off vessel management and brokerage segments of the business, as well as feeding into vessel upgrades and refits. Marine electronics upgrades are especially popular, with the company installing, servicing, and maintaining all leading marine electronics brands, but specialising in SIMRAD, for which MYSC is an agent.

Motor Yacht Service Centre has also just acquired New Zealand agency for Anti-Roll-Gyro (ARG) stabiliser systems, the original gyro stabiliser renowned for its simplicity, reliability, and maintenance-free operation. MYSC supplies and installs the full range of ARG systems to suit boats of every size, from 8m upwards, including commercial vessels. Developed by Mitsubishi for space-station stability and manufactured in Japan by Tohmei Aerospace Engineers, Anti-Roll-Gyro is distinguished by its location-free installation and 180° flywheel travel (meaning more stability in larger wave heights). With no rams to service or fail, it is not only the most cost-effective option to buy but also to operate long term.

MYSC also supplies and installs Ultra anchors, a favourite choice among discerning motor yacht owners who demand the best anchoring performance.

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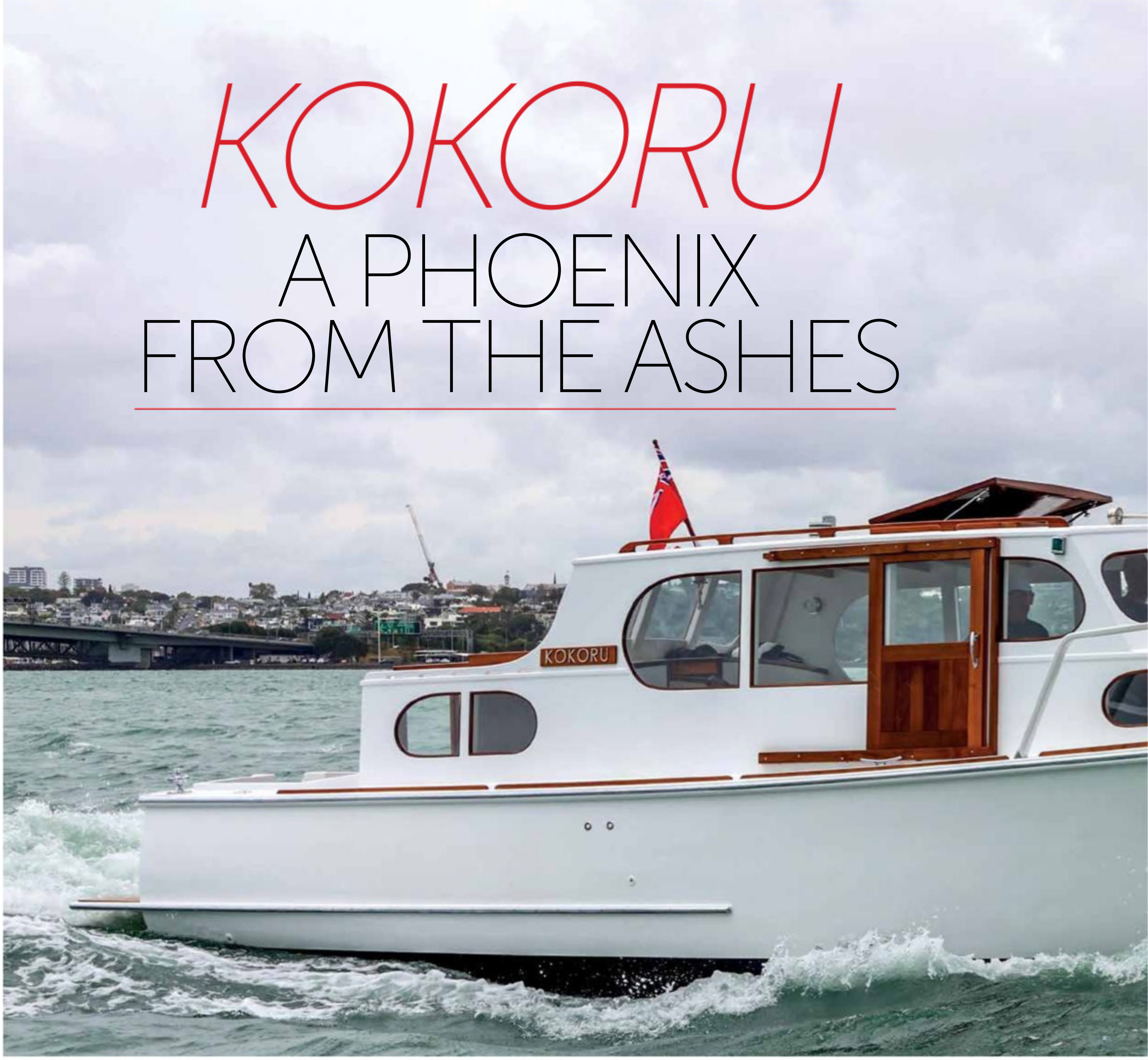
Motor Yacht Service Centre (MYSC) is proud to announce its acquisition of the exclusive New Zealand distributorship for **ARG Gyro Stabilisers.** With over 14 years of experience installing the ARG range on luxury motor yachts, MYSC has built a strong reputation for delivering reliable, high-performance stabilization solutions.
Designed originally by Mitsubishi for use on the space station, ARG gyros are renowned for their rugged simplicity, functionality, and cost-effectiveness — making them a serious option for boat owners seeking a heavy-duty, no-maintenance stabiliser.
To learn more, visit www.mysc.co.nz

KOKORU

A PHOENIX FROM THE ASHES



In 2019, her long-time owner, John O'Brian, reluctantly decided to sell her. An Auckland couple, Alan and Tracy Gilder, heard about *Kokoru* and flew to Picton to see her. Little did they know that O'Brian was equally busy assessing them as suitable custodians.

All parties were happy, and a deal was struck. *Kokoru* was motored to Auckland via the West Coast and straight into a shed for a two-year restoration. Relaunched early in 2022 with gleaming new paint from bow to stern, *Kokoru* looked pristine. She was just as good internally, with all new plumbing, wiring, fittings, and best of all, new twin Yanmar diesels to replace her elderly BMC Commodores.

Kokoru's luck tragically ran out three weeks later under the worst circumstances. An adjacent launch at the marina caught fire during a routine engine service that the mechanic could not control. Being just over a metre downwind, *Kokoru* was engulfed by the fire. Fortunately, the launch sank before *Kokoru* was destroyed, and local firemen saved what remained.

Looking at the damage, one could be forgiven for thinking this was the end of *Kokoru*. Her starboard hull planking was deeply charred to the waterline, while the starboard cabin coamings and most of her cabin top resembled a charcoal experiment gone horribly wrong.

Understandably shattered, the Gilders couldn't face another rebuild and eventually bought another classic launch, *Pirate*. The new Yanmars were installed in *Pirate*, and what was left of *Kokoru* seemed destined for the tip.

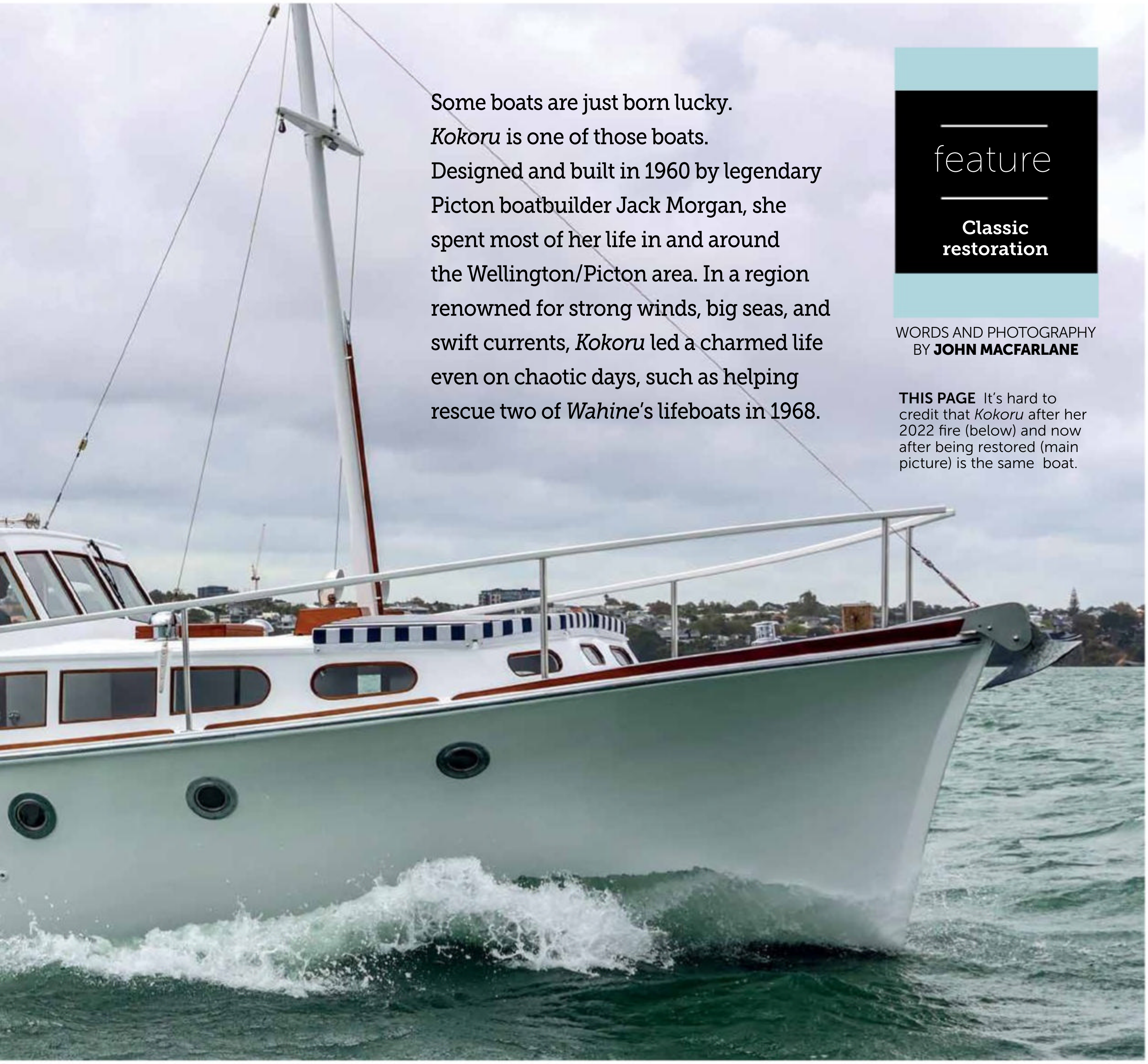
Enter boatbuilder Mark Skinner, who, in a rush of enthusiasm, decided that *Kokoru* could be rebuilt. After

feature

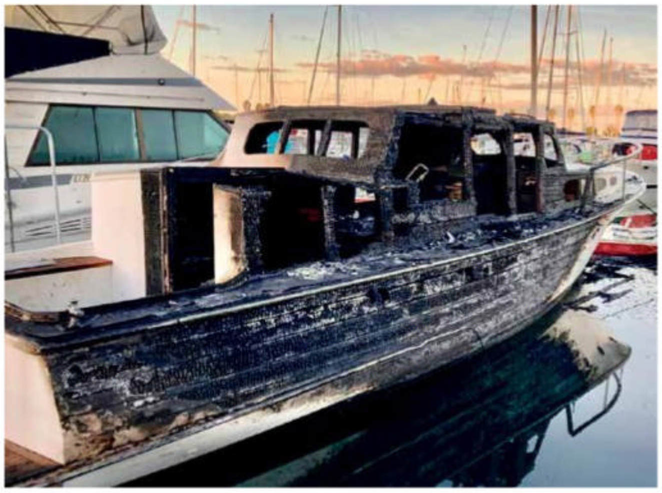
Classic restoration

WORDS AND PHOTOGRAPHY BY **JOHN MACFARLANE**

Some boats are just born lucky. *Kokoru* is one of those boats. Designed and built in 1960 by legendary Picton boatbuilder Jack Morgan, she spent most of her life in and around the Wellington/Picton area. In a region renowned for strong winds, big seas, and swift currents, *Kokoru* led a charmed life even on chaotic days, such as helping rescue two of *Wahine*'s lifeboats in 1968.



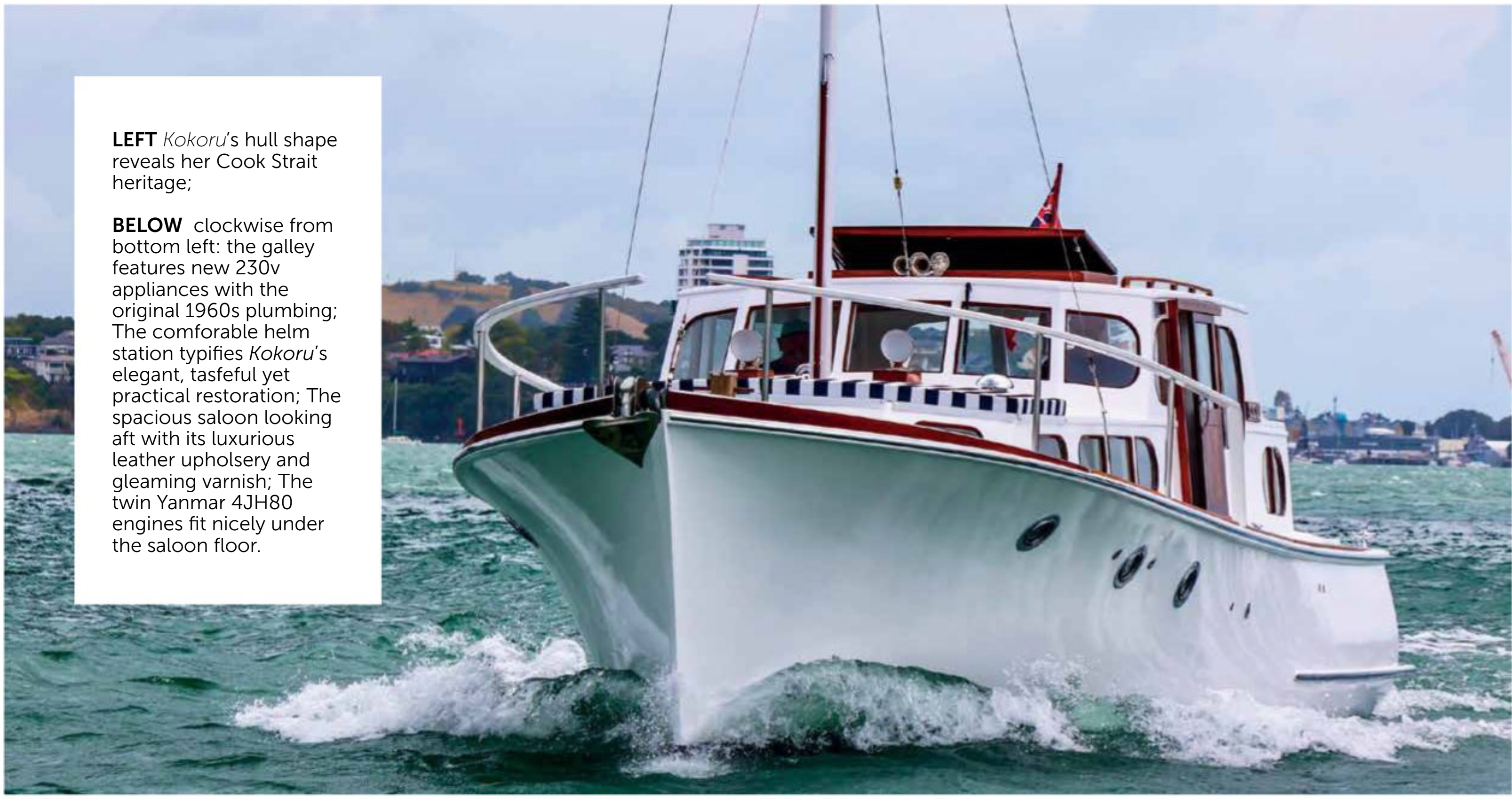
THIS PAGE It's hard to credit that *Kokoru* after her 2022 fire (below) and now after being restored (main picture) is the same boat.



relocating her to his front lawn, Skinner had second thoughts, especially since he already owned another timber launch. Then, Matthew Dudley, an experienced sailor who grew up on his parents' yacht, stepped in. He was searching for a classic launch that felt like a yacht, and as a long shot, Skinner showed him *Kokoru* in August 2022.

"What appealed to me was that she'd just been restored; so much work had been done. Mark convinced me the fire damage wasn't as bad as it looked."

Few others shared this belief. The burned-out remains of *Kokoru* looked terminal, and most people questioned Dudley's sanity.



LEFT *Kokoru*'s hull shape reveals her Cook Strait heritage;

BELOW clockwise from bottom left: the galley features new 230v appliances with the original 1960s plumbing; The comforable helm station typifies *Kokoru*'s elegant, tasfeful yet practical restoration; The spacious saloon looking aft with its luxurious leather upholsery and gleaming varnish; The twin Yanmar 4JH80 engines fit nicely under the saloon floor.

Dudley wasn't immune to doubts either. In the early days, hands deep in charred wood, he would wonder, "What was I thinking?"

However, the deeper he went, the more he realised how localised the actual fire damage was.

Kokoru remained on Skinner's lawn for many months while Dudley cleaned her interior and organised a suitable boatbuilder. This turned out to be boatbuilder Glenn Burnnand of Burnnand Marine, and in December 2022, *Kokoru* was moved to his Ngapipi Road boatshed. For non-Aucklanders, this is one of the historic boatsheds that line the edge of Whakatakataka Bay, not far from Orakei Marina.

With *Kokoru* in his shed, Burnnand started on the structural repairs. It was hard to accept, but the only items that required total replacement were half a dozen planks on the starboard side, the starboard cabin coamings, the cabin top, and midship bulkheads. Everything else is the original structure, including floors, fore and aft bulkheads, and aft and forward cabins. Of course, there was considerable smoke and scorching damage; however, Dudley spent countless hours stripping these items back to bare wood and refinishing them.

Kokoru's starboard side was re-planked in kauri over her

In the early days, hands deep in charred wood, he would wonder, "What was I thinking?"

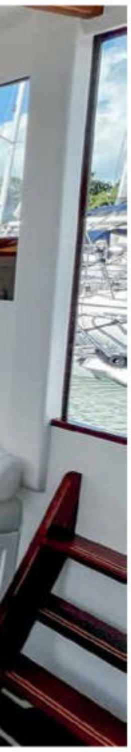
original ribs, which made the job relatively straightforward. However, *Kokoru*'s cabin was a more significant project. Burnnand took patterns off *Kokoru*'s intact port-side coamings and built new coamings for both sides from laminated plywood. The new cabin top was also built from plywood over new kauri beams.

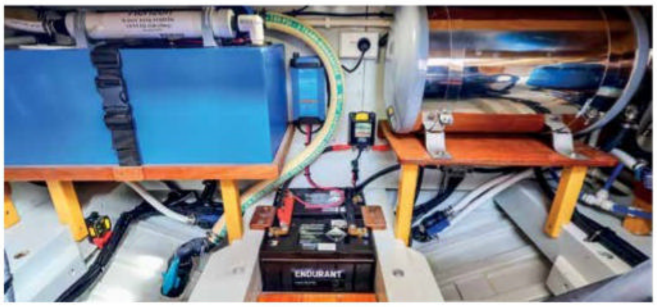
Kokoru has extremely thick decks, so they only needed to be cleaned and scraped back. Then everything from the belting upwards, including the decks, was glassed in epoxy and painted in Altex two-pack. The carvel-planked hull has been painted using Altex single-pack paints, which are far more flexible than two-pack. While the hull will need repainting regularly, hulls are far easier to paint than decks.

"I wanted something user-friendly, so she's all two-pack painted from the decks up, which means hugely decreased maintenance over the long term."

Kokoru remained in Bernnand's boatshed throughout the project. As it is open to the sea at high water, the boatshed provided a sympathetic environment for a carvel-planked hull. Even after more than two years out of the water, the hull seams did not move.

Once Burnnand had finished rebuilding *Kokoru*'s structure, Skinner took over rebuilding her damaged interior woodwork, cabinetry, floorboards and hatches. He and Dudley also did all the interior painting and





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Kokoru is a lucky ship to have found owners with such incredible passion.

varnishing, the latter being done in Allwood moisture-cured polyurethane, which was applied by spray.

Early in the rebuild, Dudley removed all of *Kokoru*'s fittings for restoration or replacement. These were re-installed as each section of the boat was completed; seeing each section finished helped maintain his enthusiasm.

The Yanmars from *Kokoru*'s first restoration were naturally aspirated and produced 75hp. When Dudley went to purchase replacements, he found the model had been upgraded with common-rail injection, a turbocharger, and an aftercooler, and now produced 80hp. Fortunately, the footprints were identical, and since the majority of the related engineering – bearers, couplings, shafts, exhaust systems, and propellers – remained undamaged in the boat, the installation of the twin Yanmar 4JH80s was straightforward.

Allister Spick of Marine Diesel Solutions at Pine Harbour installed the Yanmar engines in both restorations, and his workmanship is impeccable. The twin engines' wide spacing allows effortless access to the service points. The batteries, hot water cylinder, and wastewater tank are positioned forward of the engines and are easy to access.

Dudley is a long-time serial restorer of houses, cars, and boats. Despite the grind, restoration projects excite him: "I just love projects; I love the creation."

When it came to *Kokoru*'s interior appointments and fit-out, Dudley's vision was retro-modern.

"I am a perfectionist, and that's why we have used modern technology where we can. However, I defy anyone to tell me that it doesn't look original."

Hence, *Kokoru*'s now sports a fully-integrated CZone system, allowing everything electronic to be controlled from one central station. While the lighting is LED, the fittings are primarily original or new retro-style. The galley features a Wallas diesel-powered oven and hotplate, with a 230V jug, coffee maker, and toaster. The fridge/freezer and WC are also 230V. Consequently, there is no LPG onboard.

The 230V power comes from a Master-Combi inverter, powered by a bank of six house batteries with two dedicated engine start batteries. These batteries can be charged from either engine, shore power, or a flexible solar panel when away cruising.

Apart from some pipes melted by the fire, the plumbing and tanks from the first restoration have been retained, and

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Congratulations to the owners of *Kokoru*.
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OPPOSITE Matthew Dudley, right, with his parents Robin and Jackie.
ABOVE The helm station with its sliding door offers great ventilation and easy access to the sidedecks.

the exposed chromed pipes in the galley and WC are original. The whole effect is a tasteful, coherent mix of traditional and modern. *Kokoru* still looks like a 1960s launch inside and out, yet her upgraded engineering, plumbing, and wiring provide all the accoutrements of contemporary living.

It requires someone who has undertaken a boat restoration to truly appreciate the time and money invested in *Kokoru*'s rebuild. Setting aside the professional contributions, Dudley's commitment alone has been substantial. He dedicated two weeks each month to working on the boat for over two years. He travelled from his Wairarapa home, flying or driving, and worked tirelessly for up to 15 hours a day during those two weeks, staying on *Kokoru* or at his parents' yacht in Bayswater Marina. With his wife Vanessa and their two children, Harrison and Morgan, left at home, Dudley recognises that this time commitment came at a cost.

"That took a toll. It was a tough two years, and I feel I missed out on the last two years of the kid's schooling."

During the last months, Dudley commuted by car instead of flying, bringing various boat components home for varnishing.

Kokoru was relaunched in January of this year, making it nearly a two-and-a-half-year project. Thankfully, the Dudley family is over the moon with the final result. The bonus has been the people Dudley has bonded with over the project, especially Skinner and *Kokoru*'s previous owners, the Gilders.

"Mark's been a huge support, and the Gilders have been fantastic," he said. Burnnand has also played a significant role in boatbuilding and providing the boatshed.

Unquestionably, *Kokoru* looks the bee's knees on the marina, all gleaming paint and shiny varnish. Go deeper, and the quality of workmanship and attention to detail make this one of the finest restorations in the Auckland classic launch fleet.

However, *Kokoru*'s beauty goes deeper still. Watching her carve through a particularly snotty Waitemata seaway generated by an NE 20-knot breeze kicking against a king tide showed her Cook Strait heritage; she's a real sea boat.

Kokoru is a lucky ship to have found owners with such incredible passion. May the Dudleys long enjoy cruising the sparkling waters of the Hauraki Gulf in her. BNZ

YANMAR POWERS KOKORU'S INCREDIBLE COMEBACK

When the classic Jack Morgan-built launch Kokoru needed new life, her owners turned to Yanmar for a reliable, efficient repower solution. Fitted with a new Yanmar 6LY440 engine from Power Equipment, Kokoru is now back on the water – quieter, smoother, and more capable than ever. It's a testament to the quality and longevity Yanmar brings to Kiwi boats, old and new.

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BOATBRIEF

WORDS AND PHOTOGRAPHY
BY **GRANT ORCHARD**

K BOATS

Making dreams come true

Marlborough Sounds maritime legend Grant Orchard has put his fleet of 'K Boats' into service supporting Oceans Seven swimmers.

I cannot tell you why specifically, but I always wanted *Katana*. Whether it was because she was a boat I grew up on or for some other reason, I don't know. Maybe it was because I was at an age where all I wanted to do was become a boatbuilder?

What I do know is that she's now back home and working again, albeit not in the industry she was designed for, but as the title suggests, proudly helping people's dreams come true in their pursuit of the Ocean's Seven Challenge, along with charter work during the cooler months.

The Oceans Seven is a marathon swimming challenge consisting of seven open water channel swims. It comprises the North Channel (Scotland), the Cook Strait (New Zealand), the Moloka'i Channel (Hawaii), the English Channel (UK/France), the Catalina Channel (California ,USA), the Tsugaru Strait (Japan) and the Strait of Gibraltar (Gibraltar/Morocco).

Katana was designed and built by my father, W. E Orchard, in 1991 in a shed adjacent to the Picton Rowing Club (built bow-out,

18:07
3G
Unofficial elapsed time
12 hrs 17 mins
Unofficial distance covered
36.7km
Cook Strait
Swimmer: Boguslaw Ogrodnik - Katabatic Charters
marathonswims.nz

OPPOSITE PAGE Swimmers and support crew, Orchard in the black T-shirt.

LEFT *Katana* in the Strait.

ABOVE Another swimmer flies the flag.

BELOW Swimmers mid-Strait; Two teams of six from San Francisco Bay.

facing the beach for launch) at an original length of 11.75m, later extended to 13.4m in 2011 at Westshore Marine Picton.

When the *Heritage* (16m commercial fishing vessel) was launched in 1996, *Katana* was sold to an entity in Whitianga and continued with tuna trolling during the summer months, as well as scallop dredging and chartering. Two more owners followed before I had the unique opportunity to purchase her back in February 2024, with the intention of bringing her back into survey and at the same time offering up a refresh in the form of a refit with a complete rewire, new paint, upholstery and carpet, plumbing, and new varnish work. She was recommissioned in October 2024, in survey and re-entered into MOSS.

With the Ocean's Seven Challenge becoming more and more popular, I decided, after being added to the Adventure Activity Register, to fit out my charter boats *Katabatic* and *Katana* to facilitate Cook Strait swims, with each vessel being fitted with its own AED, medical-grade oxygen, first-aid kit, and various other lifesaving equipment to support ocean swimming.

The 2024/2025 season started off with a relay of two teams of six all the way from San Francisco's Bay Area. The weather was perfect for the journey out to the swim's start point and remained good for the swim itself and the journey back to port across Cook Strait, during which the team sat enjoying the sun eating ice cream on the bow!

During the season we had a couple of firsts: the first French national, as well as the first Puerto Rican and the first Costa Rican to swim across the strait. We attempted two double crossings – that's there and back – but both only managed one-way swims. There were also three DNFs (did not finishes), as well as the longest crossing we've facilitated at a touch over 14 hours!

As the season draws to a close, we've only got one more swimmer to get across so it's now time to draw up a maintenance and crew training plan to get ready for the next swim season, which opens in November 2025. BNZ

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BOATINGNZ.CO.NZ

BOAT**BRIEF**

BY **MARK THOMSON**

THIS PAGE Close racing off Russell with plenty of breeze for the later racers.

OPPOSITE *Mexican Radio* under spinnaker and the winning crew from Wakatere Boating Club's *Vilda Hilda*.

Tight sailing for Etchells Cup

Following on from last year's successful one-day regatta, the Bonus Contractors Bay of Islands Etchells Cup, now a two-day event, took place over the weekend of 8–9 March. Sailed directly in front of the picturesque Russell Township with its natural amphitheatre, the regatta gave locals and sailing enthusiasts a great view of the action.

Nine teams entered and Principal Race Officer Tony Hanlon put the crews through their paces with three races on each of the two days. Saturday was a light air day, with the start delayed by about an hour as competitors waited for a six-knot breeze to fill in from the south. By the time the second race began, the breeze had backed around to the north, keeping the crew of the mark-set boat busy.

The first two races were windward-leeward courses, two laps each. For the third race, the northern channel markers were added as an extra reaching mark following the windward set mark near Kororāreka Point.

Sunday turned out to be much breezier with 15-20 knots from the south, making for physically demanding conditions

NZL 746
MEXICAN RADIO

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MEXICAN RADIO

for the sailors who reported some sore bodies and bruises afterwards. It must be said that many of the sailors, and some boats for that matter, sit at the slightly mature end of the spectrum, so no real surprises there.

Again, a windward-leeward course was set for the first two races, this time with the weather mark a little way north of Toretore Island. For the final race, Caters Buoy, one of our regular racing marks located close to Pomare Bay, was added to provide a roughly easterly reaching leg.

Throughout the weekend, there was plenty of close boat on boat action – sometimes a little closer than the Racing Rules allow! And there were a few hairy moments with some impressive broaches, very congested mark roundings and one crew member ending up in the water!

What was not very close though was the overall result, with Jon Henderson, Andrew Vance and Joweal Klaase from Wakatere Boating Club in Auckland taking a decisive victory in *Vilda Hilda*, a boat they had borrowed for the weekend! With five bullets and a discarded second place, they left no doubt as to who had superior boat handling.

Russell's best result came from *Bobby's Girl* in second place with Alex Koukourakis on the helm. The contest for third place was close, however, with both *Quantum* from Opua Cruising Club and *The Business* from RBC finishing on 19 points overall. However, *Quantum* scored three second places against a best result of third for *The Business*, favouring the Opua team.

Special mention should also be made of Kiki and David Nicholson and Keiko Giovanni who raced the RBC Etchells, *Matauwhi*, sailing the boat for the very first time just a few days before the regatta!

Overall, the event was once again a great success, thanks to the support of many volunteers and sponsors. Stephen and Paula Pepperell drove the overall organisation, with back-office help from Ian Holt on registration and documentation. Stephen and Paula also provided their beautiful launch *Volantis* to serve as the committee boat and their RIB as the mark-set boat. Race Officer Tony Hanlon was supported on the committee boat by Raewyn Hanlon, Anne McGregor, Ian Holt and Bruce Mitchinson and on the mark-set boat by Phil Sweetapple, Richard Stephens and Mark Thomson.

In addition to our lead sponsor Bonus Contractors, we very much appreciate support received from Kuku Construction, Bay of Islands ITM, *Boating New Zealand* magazine, Cater Marine, Harken, Phat House Brewing and NZ Yacht Services. BNZ

LOTS OF PHOTOS WERE TAKEN OVER THE COURSE OF THE WEEKEND. GO TO WWW.RUSSELLBOATINGCLUB.ORG.NZ

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056

BOAT BUSINESS

Boat Business News
Boat Bling | Operating boats off beaches
Kiwi anglers join the Atlantic Rally for Cruisers
The Catch: Hard baits or soft?
Review: Elliott 1150 Cruiser | Battery charging tips
Lipton Cup winning skipper Kelsey Muir

LAGOON 60 BAGS ANOTHER WIN

THE AWARD-WINNING LAGOON 60 has added another prestigious title to its name, taking out Best Sailing Catamaran Above 15m at the 2025 Yacht Style Awards.

Held at ONE°15 Marina Sentosa Cove, Singapore, the ceremony gathered over 350 industry leaders, yacht owners, and VIPs to celebrate the best in international yachting.

This latest accolade follows the Lagoon 60's victory at the 2024 British Yachting Awards, where it secured Multihull of the Year with 44% of the public vote.

Praised for its sleek deck layout, light-filled interiors, and innovative design, the Lagoon 60 continues to redefine luxury cruising.

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Feedback from the previous Marex owners was collected, and thoughtful details were incorporated into the new model. The Marex team worked closely with VOM Creations and Alpha Engineering to create a more open and comfortable space featuring functional design, a welcoming cockpit, and sleeping accommodations in two cabins. Long, sleek windows run along the hull, giving the profile a fresh and elegant look.

The new 390 has a variable-v, warped hull design with an innovative structure that ensures superior stability, efficiency, and performance on the water. Owners can choose between several engine options, single or twin sterndrives, or shaft drive (coming soon).

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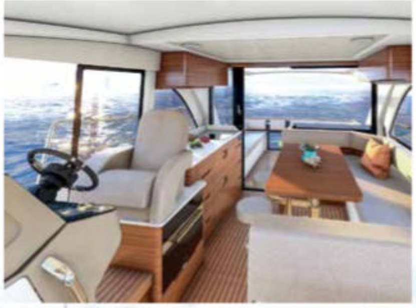

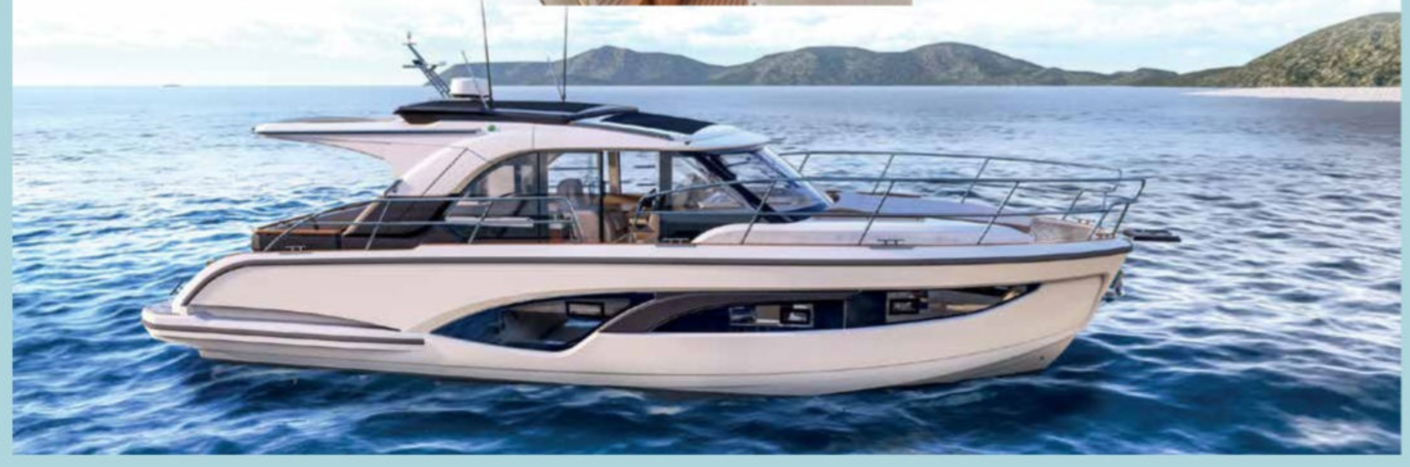

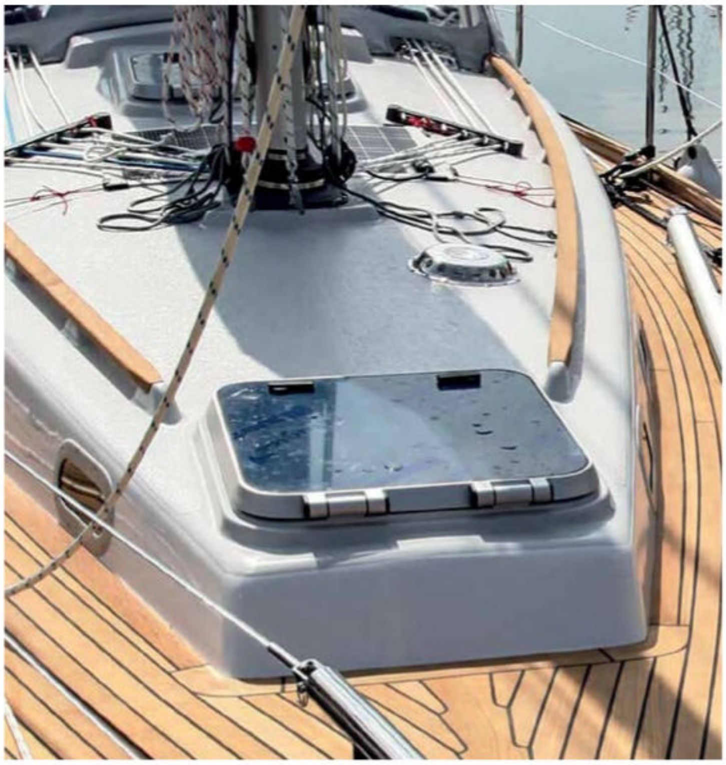

FOSTERS TO DISTRIBUTE GEBO

FOSTERS CHANDLERY has been appointed the exclusive New Zealand distributor for GEBO, a globally respected manufacturer of premium marine windows, hatches, and deck equipment. This appointment follows the retirement of Terry Bailey from Bailey Marine, the long-standing distributor of GEBO products in New Zealand, marking both the end of an era and the beginning of an exciting new chapter for the brand locally.

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LOWE BRINGS HIS SALES GAME

WITH MORE THAN 25 YEARS in the marine industry and experience selling many brands, Dominic Lowe of Lowe Yachts has joined forces with European Marine Imports to market Sasga and Sargo motor yachts.

Lowe joins company directors Ernest and Leighton Henshaw and seasoned marine industry veteran Bruce McGill, on the European Marine Imports team in a sales and marketing support role.

Lowe met Ernest through a shared love of sailing many years ago, and with his broad experience in both power and sail, he was an obvious choice when the Henshaws went looking for some extra sales help.

"They were after someone who would dedicate his efforts to raising brand awareness, marketing, and sales," says Lowe.

Sasga motor yachts are built in Spain, with semi-displacement hulls, traditional styling, and excellent handling. They are great for families or couples and seem to especially resonate with owners transitioning from yachts to powerboats.

Offering Scandinavian styling flair and clever packaging, Finnish-built Sargo motor yachts are compact and fast, with excellent rough water performance and superb build quality, which will appeal to discerning buyers of all ages.

Lowe is based in Auckland; European Marine Imports is headquartered in Christchurch.

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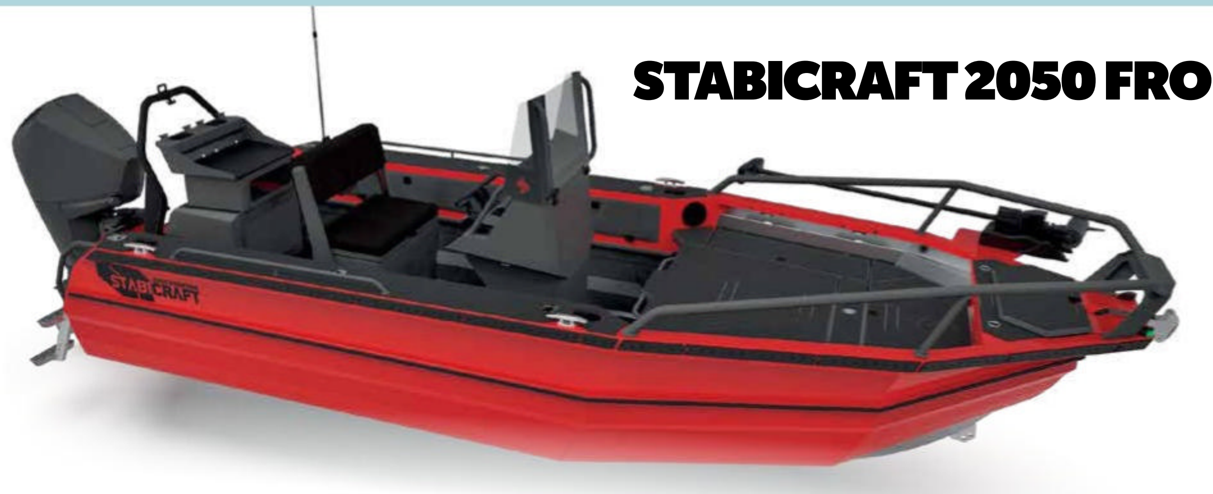

EXPERIENCE UNPARALLELED deck space, ingenious storage solutions and endless configuration options with the new 6.3m 2050 Frontier from Stabicraft Marine.

Stabicraft's new 2050 Frontier offers a huge raised casting platform with 600-litre lock-up storage space underneath, an additional top-accessed dry bin in the forward deck, two shallower tackle storage bins in the outer deck and lockable side pockets long enough to house 2.5m (8ft) rods.

Usable space from bow to stem is the stand-out feature of the 2050 Frontier, making practical use of every bit of its 6.3m overall length. The optional 2.8m^2 scupper-drained bow deck area is enormous, creating a large, stable platform to stand and cast from. A new wide-body tube frame design provides additional internal beam.

An assortment of layout options is available to suit a variety of fishing applications. There's a wide console with different side-by-side seating options or a narrow console with a single seat and more floor space, both with or without suspension. The console itself can be optioned in a central or rear position, and transom configurations from the 2050 Supercab and Treker are available as options on the Frontier, as well as the standard (new) low-profile transom.

The 2050 Frontier is offered in three equipment versions: Adventure, Sportfish and Profish. See our review p24.

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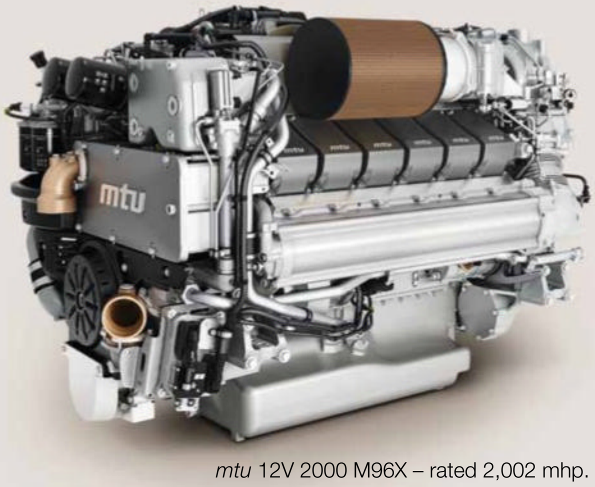

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TENOB MARINE TEAM EXPANDS

TENOB MARINE, manufacturers and distributors of quality marine products, has added two highly experienced professionals to its team, both with strong backgrounds in the marine industry.

Samara Glover joins as Warehouse Operations Manager. With extensive experience in logistics and marine-related operations, Samara's wealth of knowledge and results-driven approach will greatly enhance the efficiency and effectiveness of Tenob Marine's operations.

Lisa Grant joins as Sales Executive, with a focus on expanding the company's portfolio by introducing new marine agencies. Lisa brings significant industry insight and a proven track record in the marine sector, building strong client relationships and driving strategic growth.

"Samara and Lisa's expertise and dedication will be valuable assets to our continued success," said Danny Bassi, Managing Director of Tenob Wholesale Marine.

www.tenob.co.nz

Samara, Danny and Lisa strike a pose.

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THE WHISKEY PROJECT GROUP™
NAiAD
VYCOR

THE WHISKEY PROJECT GROUP (TWPG) has unveiled VYCOR, a new line of high-performance commercial watercraft, alongside a refreshed brand identity, marking a pivotal step in its strategic growth.

The launch of VYCOR introduces a versatile range of rugged purpose-built vessels, engineered to meet the demanding operational requirements of the commercial maritime sector, from offshore support and patrol to emergency service search and rescue.

The introduction of VYCOR is underpinned by a bold brand refresh that reflects TWPG's commitment to delivering highly specialised vessels defined by innovation, reliability, and maritime excellence.

To bolster its presence in key markets, TWPG is set to begin manufacturing VYCOR vessels at its Edenton, North Carolina facility, enhancing service capabilities across the Americas. TWPG also operates manufacturing sites in Picton, New Zealand, and in New South Wales, Australia, at Sydney (Belrose), Gosford, Morisset, Newcastle and Yamba. With plans underway to expand further into South America and the European Union, TWPG continues its trajectory toward becoming a leading player in the global maritime industry.

TWPG now features three distinct watercraft brands:

- **The Whiskey Project: Specialised military tactical watercraft.**
- **NAiAD: High-performance rigid-hulled inflatable boats (RHIB), designed for a range of applications, including recreational, commercial, and governmental use.**
- **VYCOR: Utility-style watercraft such as patrol boats, punts, and landing craft for commercial applications.**

www.thewhiskeyprojectgroup.com/vycor
www.thewhiskeyprojectgroup.com

DEMAND FOR HYBRIDS ON THE RISE

EYACHTS, THE EXCLUSIVE DISTRIBUTOR OF GREENLINE YACHTS in Australia and New Zealand, has been named Greenline Dealer of the Year and awarded Best Marketing & Content Creation at the prestigious Düsseldorf Boat Show.

This global recognition comes as Greenline's responsible yachting philosophy continues to gain momentum across the region, with Australians and Kiwis leading Greenline sales worldwide, making Eyachts the top-performing dealer.

The range of yachts sold includes Greenline 39s, 40s, 45s, and 48s, with deliveries Australia-wide, and the latest Greenline 40 hybrid seen at Auckland Boat Show, as well as overseas handovers in Slovenia and even the USA, where an adventurous couple plans to cruise the Great Loop.

With over 1000 Greenline Yachts worldwide, the rapid adoption of these yachts downunder, reflects Kiwis growing interest in hybrid propulsion and responsible yachting. According to Peter Hrones, Managing Director of Eyachts, this shift aligns with Greenline's vision of delivering yachts that blend innovation with efficiency.

www.eyachts.co.nz
or email boats@eyachts.co.nz

DEALER AWARDS 2024
1
EYACHTS
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RIVIERA GRAND SHOWCASE IN MAY

AUSTRALIA'S PREMIUM luxury motor yacht builder will proudly host the world premiere of two new motor yachts as part of a vast showcase at the 2025 Sanctuary Cove International Boat Show beginning on May 22.

Selected models from the Riviera fleet from 39 to 78 feet will be on show, flanked by the exciting and new 4300 Sports Express and another new model that is yet to be announced.

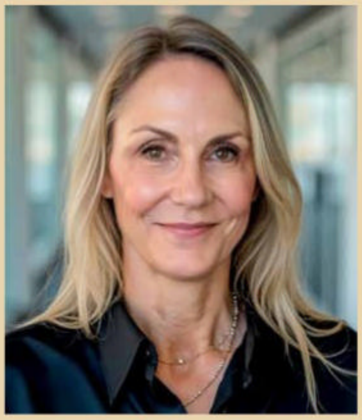
Riviera Australia owner Rodney Longhurst said, "The Sanctuary Cove show gives our great team the opportunity to showcase the magnificent Riviera fleet of today and to demonstrate the amazing ease of boating that our team have created, which is now being enjoyed by more than 6000 Riviera owners around the world."

The Sanctuary Cove display will provide a unique opportunity to experience the finest yachts designed and built in the Riviera's proud 45-year history and also attend the Riviera Festival of Boating, held aboard multiple Riviera yachts and in the new 'Academy of Enjoyment' training facility, all based at the show.

A number of signature social events also form part of the festival calendar, including the Riviera owners' ladies' day and a series of spectacular gala events.

Riviera owners can consult their Riviera dealership for details.

www.riviera.com.au
www.rmarine.nz



NEW BRAND STRATEGIST FOR GB MARINE GROUP

MARKETING LEADER LYNN FISCHER joins luxury yacht builder GB Marine Group as Global Chief Marketing Officer, supporting a new era of innovation, expansion, and brand growth for Grand Banks and Palm Beach Motor Yachts.

On the heels of successful new product introductions, a recent 10,591m^2 factory expansion, and ongoing strategic investments in brand presence and owner services, CEO Mark Richards recognised the importance of a veteran U.S.-based brand strategist.

In this newly created role, Lynn will spearhead the company's marketing efforts, working closely with Richards to expand the brand, deepen client engagement, and further strengthen the company's reputation for performance, design excellence, and a world-class owner experience.

www.grandbanks.com

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ARG GYRO STABILISERS

MOTOR YACHT SERVICE CENTRE (MYSC) has announced its acquisition of the exclusive New Zealand distributorship for ARG Gyro Stabilisers. With over 14 years of experience installing the ARG range on luxury motor yachts, MYSC has built a strong reputation for delivering reliable, high-performance stabilization solutions. Designed originally by Mitsubishi for use on the space station, ARG gyros are renowned for their rugged simplicity, functionality, and cost-effectiveness – making them a serious option for boat owners seeking a heavy-duty, no-maintenance stabiliser.

To learn more, visit **www.mysc.co.nz**

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GET COOKING

STYLISH NEW CERAMIC DIESEL COOKTOPS from Wallas have a new bezel-free design to enhance your boat's modern interior.

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The 1200 DP is a 2.2kW double-zone ceramic cooktop; the single-zone 600 DP is rated at 1.5kW. The cooktops' ceramic surfaces are easy to clean and they bring precision and style to every onboard cooking space.

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SAILORS' SHADES

CLASSIC HERON OCEAN SUNGLASSES are now available in all-new dark-grey blue!

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Perfect for adventures on the high seas, or casual holiday cruising, Heron Ocean sunglasses are trusted by sailors worldwide.

FIND IT @ WWW.VALLON.COM

RITCHIE HELMSMAN COMPASS

TRUE NORTH

MANY MARINERS still rely on the convenience and dependability of a magnet compass for navigation or as backup should electronic aids fail. Built with a durable high-temperature composite housing, the Ritchie HF-743 Helmsman has a black 95mm CombiDamp dial with a hardened steel gimbal movement set on a matched sapphire jewel. Its polished dome has 45° lubber lines for easy reference, integrated compensators adjust for deviation, and heading lock-on is fast. The compass fits a standard 102mm mounting hole and is also available with a flat Open Face Dial.

FIND IT @ WWW.RITCHIENAVIGATION.COM
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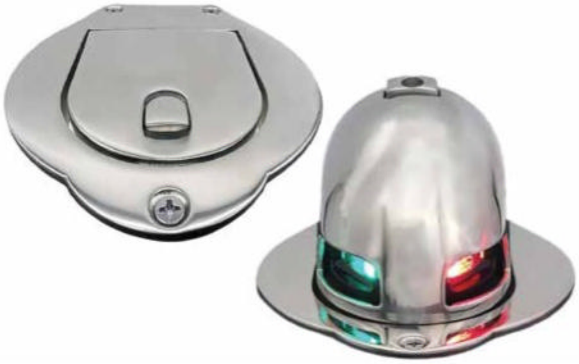
ACCON MARINE LIGHTS



THE PERFECT POPUP

ACCON MARINE'S innovative Pop-Up C-5 Approved Bow Light combines the convenience of a retractable fitting with the rugged construction and stringent testing needed for ABYC C-5 compliance.

The Pop-Up C-5 Approved Bow Light is NMMA type accepted, meets COLREG 72 and is US Coast Guard-approved for two nautical miles. Yet with all its brightness, the powerful red and green LEDs consume a mere 0.73–0.97mA of power.

Manufactured from polished marine-grade 316 stainless steel for low maintenance and a premium appearance, the light folds down flush into its base when not in use, creating a clean, snag-free deck. When needed, a simple press of the integrated release button instantly extends the light into its 54.6mm operating position.

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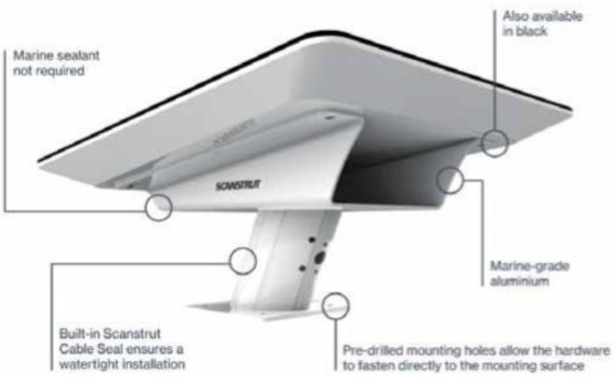
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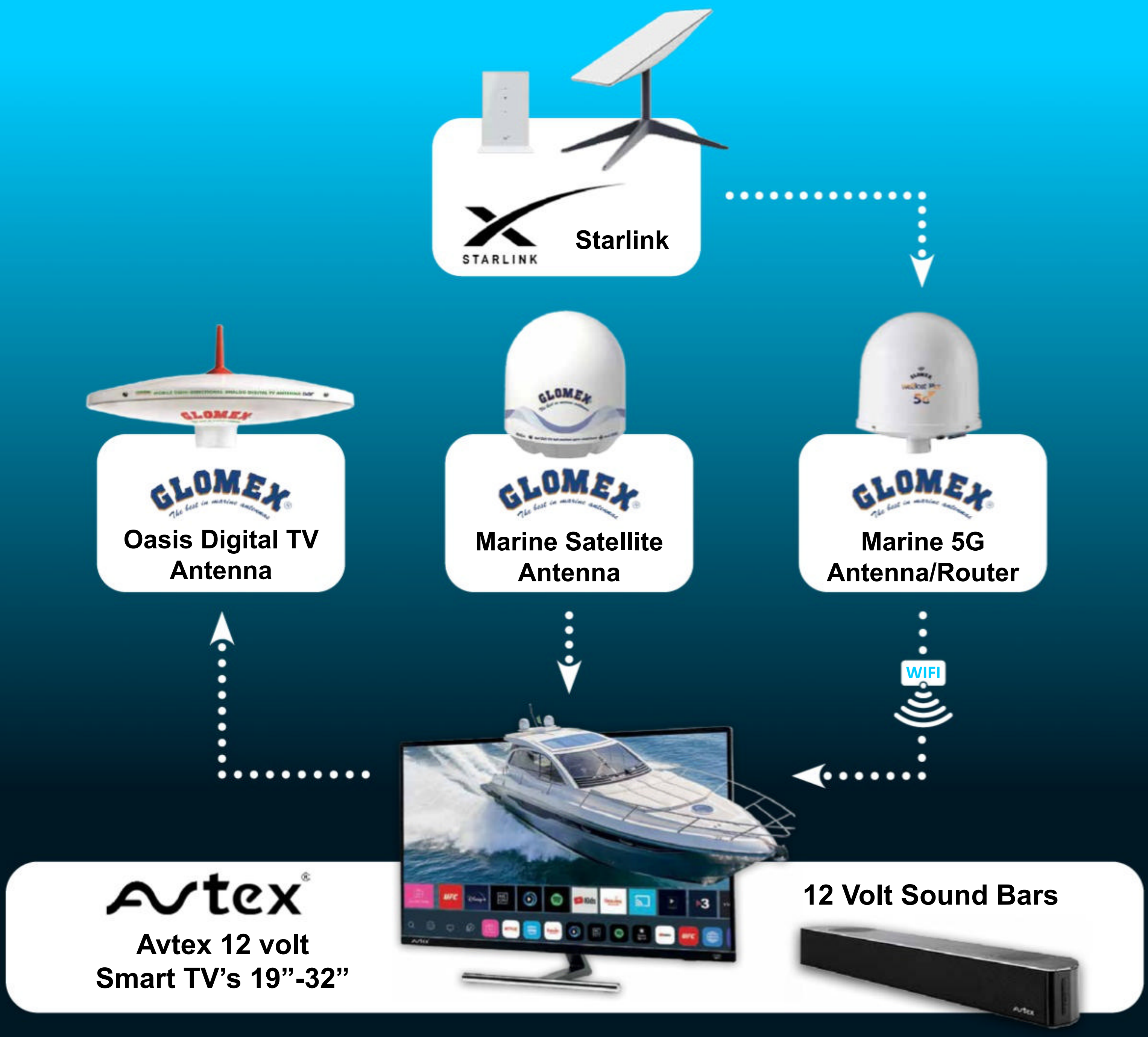

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feature

Beach launching

WORDS AND PHOTOGRAPHY BY **KEVIN CUDBY**

Wairarapa Sports Fishing Club
turbo 90

NO RAMP? NO

Successful beach launching demands knowledge of the beach and sea conditions, suitable tow vehicles, an appropriate trailer, the right boat, and good skills. Here's a roundup of issues to think about, gleaned from a tour of the Wairarapa's top sportfishing beaches.

The first step is to find out what other boaties have learned. Talking to locals avoids embarrassment, saves money, and may prevent accidents. What works? What doesn't work? Is there a better spot nearby? If there's a local fishing or boating club, it's worth joining up and talking to club members before trying to launch at an unknown location.

If you see a row of tractors or bulldozers with boat trailers parked on the beach, that should tell you a ute or SUV probably won't get the job done. The beach may be too soft for small wheels and tyres. Backwash could be a problem. Water rushing back after a wave has broken will suck sand and gravel out from under the vehicle's wheels, exacerbated when wheels are smaller. One wave can be all it takes to sink a ute or SUV up to its floor pan. Larger diameter wheels cope much better, which is why many beach-based clubs have their own tractors.

Locals may know of a spot where a four-wheel-drive ute will do the job. Even so, it's a good idea to have another vehicle standing by in case a tow is needed.

A good trailer for beach work has a fence or cage around

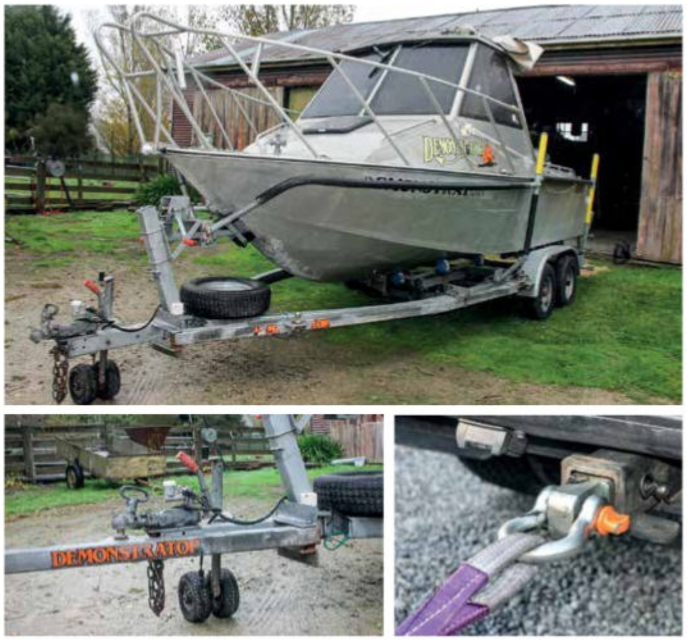
Many of New Zealand's best boating and fishing locations are miles away from sheltered launching ramps. That doesn't put them out of reach for trailer boat owners. Kiwi boaties have been operating from wild, undeveloped beaches for many decades. With hard work and creativity, they have devised ways to safely launch and retrieve boats up to 20m long from beaches around New Zealand.

LEFT Retrieving a large trailerboat from Castlepoint lagoon using a four-wheel-drive tractor.

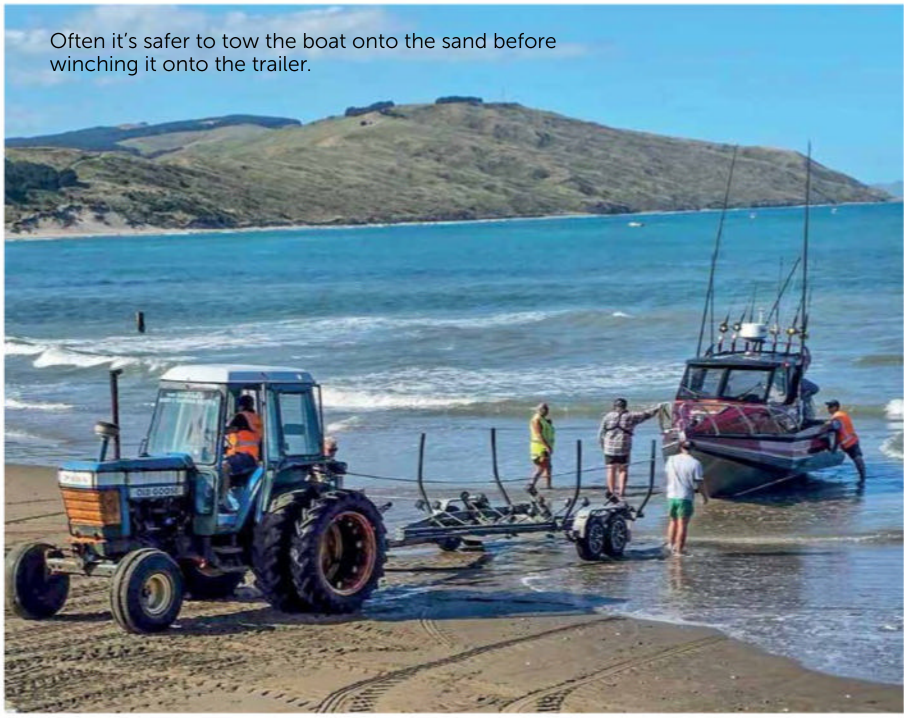
PROBLEM!

the boat, with two or three vertical guides (uprights) on either side and one or more horizontal bars or panels. The uprights prevent the boat skewing sideways as it comes onto the trailer, guiding the bow into the bow stop (post). Watching 50-odd boats coming ashore at Ngawi's 'Big 3' fishing competition in Palliser Bay, we noticed that horizontal bars should not be too high. The bow or hull sides should not be able to get underneath any part of the fence, even when a wave lifts the stern as the boat comes to the trailer.

Some very effective trailers have a gap in front of the fence, so there's nothing to trap the bow if the boat comes in stern-up and bow-down. Well-positioned rollers or skids stop the boat nosediving under the trailer's frame or hitting the mudguards.



ABOVE Examples of modified trailers for beach launching, with cages/fences drawbar extensions, plus a towing eye and strop for pulling boats up the beach.



Often it's safer to tow the boat onto the sand before winching it onto the trailer.

Extendable drawbars are popular in the Wairarapa: a good way to keep the tractor's feet dry-ish.

The usual launching technique is to load up the boat with all gear. A driver backs the trailer down the beach. The skipper lowers the motor as far as he dares, starts it up, and backs off into the surf. You will get wet. A self-draining cockpit and watertight cockpit floor are essential.

Some beaches have soft spots that can bog a tractor. In Castlepoint's lagoon, tractor drivers can wade out to the boat after parking the trailer. At Ngawi, they can get a ride on the next boat to launch, but the really keen drivers swim out.

When we visited Ngawi, waves were breaking right under the trailers and boats were easily reversing clear of breaking waves. On other beaches it's necessary to turn around before

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SAFETY FIRST

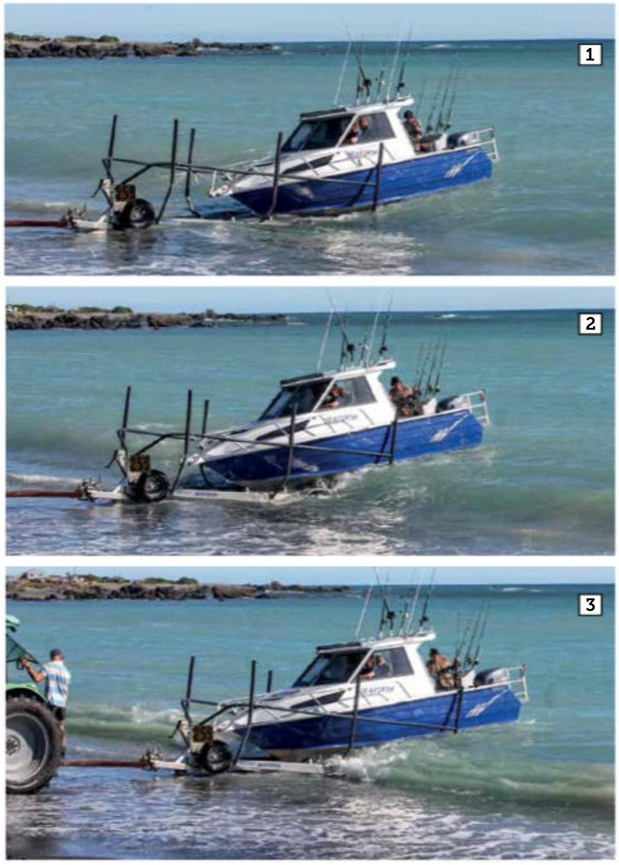
1. **Never let any part of anyone's body get between the boat and trailer or the trailer and the tow vehicle.**
2. **Never take a big breaking wave side on.**
3. **If you wrap (belay) the spring line around an upright, make sure there is at least one full turn around the upright to ensure there is enough friction to take the pull.**
4. **When towing another vehicle, remove your towball and install a towing (recovery) hitch. A tow ball may snap if used with a tow rope, web, or chain.**
5. **Stand well clear of heavily loaded rope or webbing. If they snap, they can fly back, causing potentially fatal injuries.**
6. **Wild beaches are not usually patrolled by the Coast Guard or Police. Follow all the usual safety precautions, keep in touch with other boats in the area, and try not to be the last one home if the weather deteriorates.**

OVERDIMENSION TRAILERS

Special rules apply to trailers wider than 2.55m, and trailers that exceed regulation length and/or height. Consult NZTA or a reliable professional for advice on over-dimension trailers.

tackling the surf. The exact technique varies according to local conditions. However, there is one golden rule: never take a big breaking wave side-on.

Retrieving the boat in surf is the big challenge, but a well-set-up trailer makes all the difference. The cage works like a baseball catcher's mitt. Time it right, line up somewhere near enough, hold your mouth the right way, and the boat will drop



ABOVE A retrieval sequence. Note that the motor is in the tilted down position even with the boat's bow almost at the winch post. This trailer is well set up with a cage and a solid buffer at the front. The tractor is using a towbar extension.

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neatly into place. Keep the power on until the boat is secured to the trailer.

Experienced beach operators minimise tilt during the approach. Tilting the motor reduces steerage, making it harder to get that bow onto the trailer. If the trailer is high enough, it may be possible to completely avoid tilting the motor. Some fishing club tractors have drawbars that can be lowered right down to raise the back of the trailer and keep the prop out of the sand. But don't forget to tilt the motor as the tow vehicle pulls boat and trailer out.

Timing is the key to making this look easy. The idea is to follow the biggest wave in a set, adjusting boat speed to avoid overtaking the wave when it breaks, all while staying ahead of the following wave to keep the bow up. Waves come in sets. Boats that come in on the biggest wave stay put after landing on the trailer, but if the next wave is bigger, it could lift the boat and suck it back into the surf.

It's crucial to attach the boat to the trailer as soon as it's in position. Most trailer boaties use a diagonal rope or webbing line (spring line) between the trailer and stern- or side-cleat of the boat. It can be attached to the trailer with a spliced or knotted loop to drop over a cleat on the boat, or it can be attached to the boat and dropped over a trailer upright. The easiest and safest method depends on the boat, trailer, and the skipper's personal preference. The important thing is to connect that spring line as soon as the boat's in the right place.

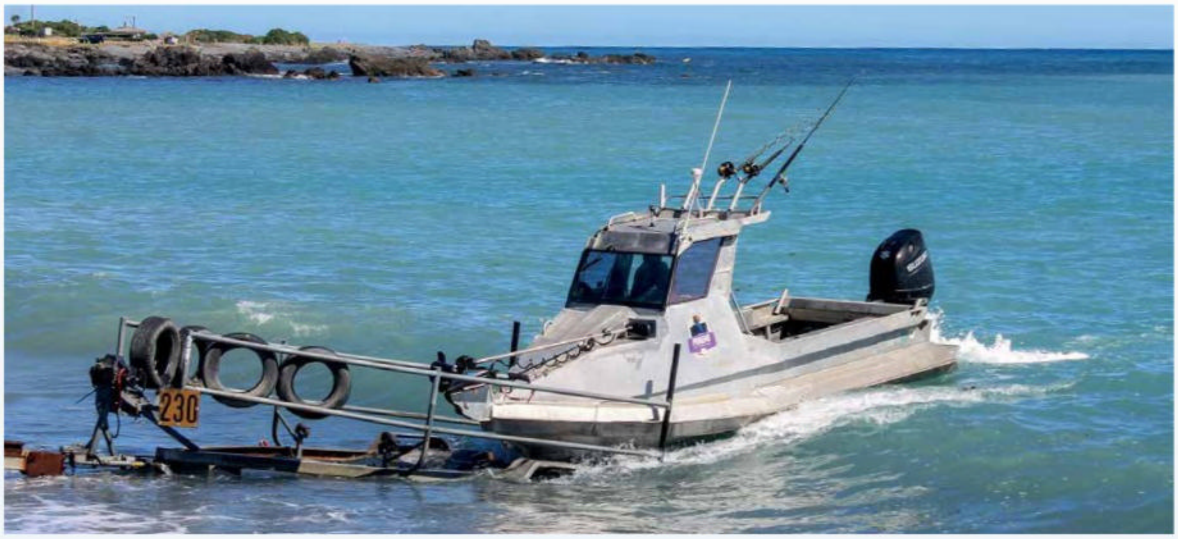
The right place is not hard up against the bow stop. A little slack makes it easier to attach the spring line. Once on dry land, the boat can be winched forward the last half a metre or so.

Perfection is not required, but practice pays off. Everyone on board needs to be well-briefed so they know what to expect. Following a wave into a trailer is a commitment. There may be a point of no return, beyond which backing off could lead to trouble. At this year's Ngawi Big 3, things went smoothly for everyone we watched come in. However, this writer has experienced more interesting conditions, with a 6.5m tinny landing hard enough to bend a 50mm heavy-walled steel upright.

What happens if it cuts up rough while you're out? It was all good when you put in, but now the waves are so high they'll lift your boat right over the top of your trailer, cage and all?

The baseball catcher's mitt is out of the question. Unless there is a good backup location, the safest option is to run your boat onto the beach. The idea is to run far enough up the beach that the next wave won't suck you back out. All hands need to hold the boat steady while a towline is connected and the tractor drags the boat clear of the surf. This is where wave-riding practice pays off. If the motor has a tilt-lock, this must be unlocked. The motor(s) should be tilted only at the very last moment, with power on until the boat actually hits the sand. Time this right and momentum will push the boat up the beach.

Once clear of the surf, the boat needs to be winched up from the sand onto the trailer. For bigger boats (longer than about 4.5m), a beefed-up winch and winch mount might be necessary. It helps (a lot) to tilt the trailer. Club tractors often have hydraulics that can raise the tow-ball, tilting the trailer for easier loading.



LEFT The cage acts like a baseball catcher's mitt.

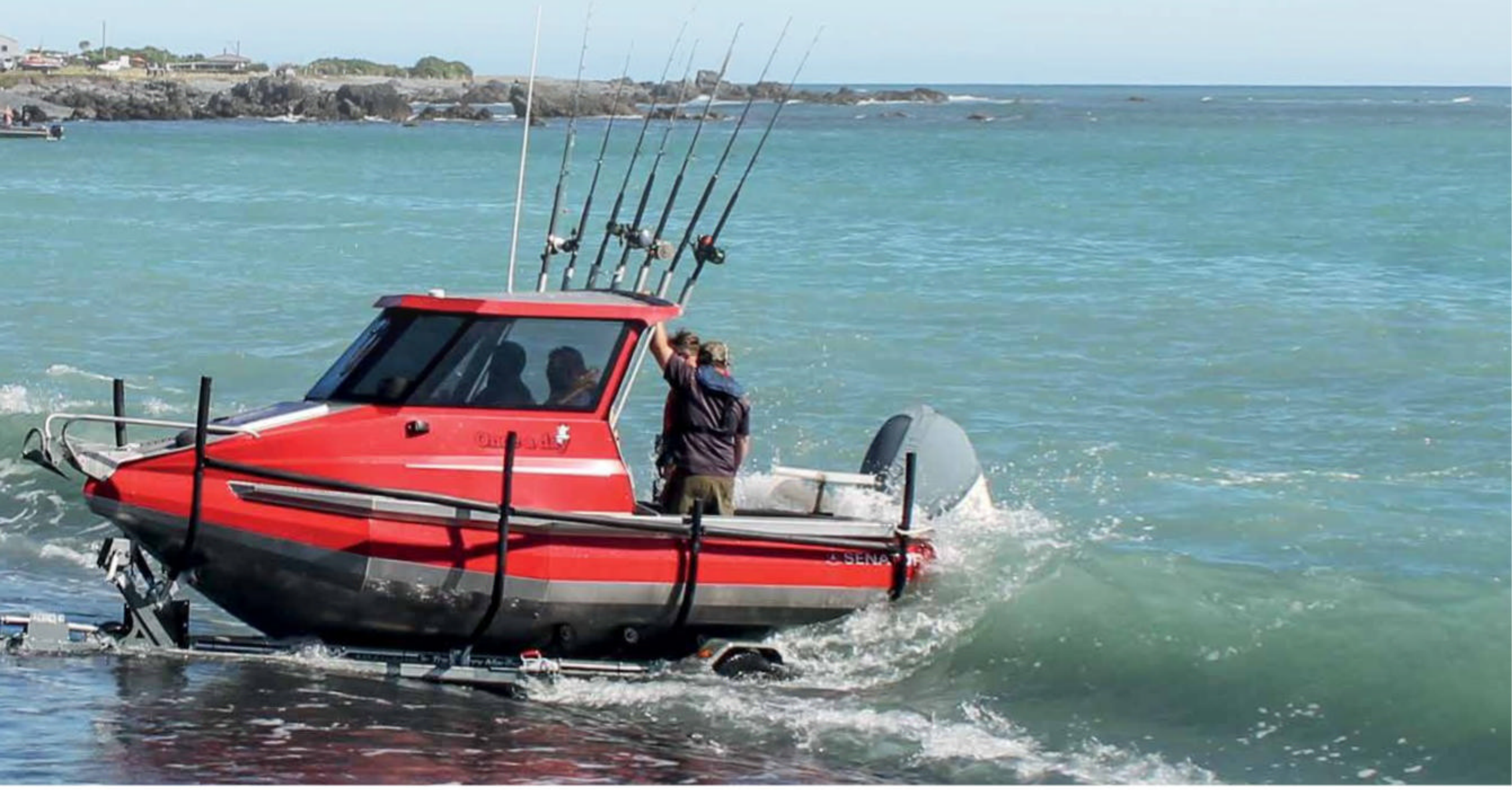
BELOW It pays to work fast. Waves can quickly wash over the transom even when the boat is safely on the trailer – and a boat full of water is difficult to pull out!

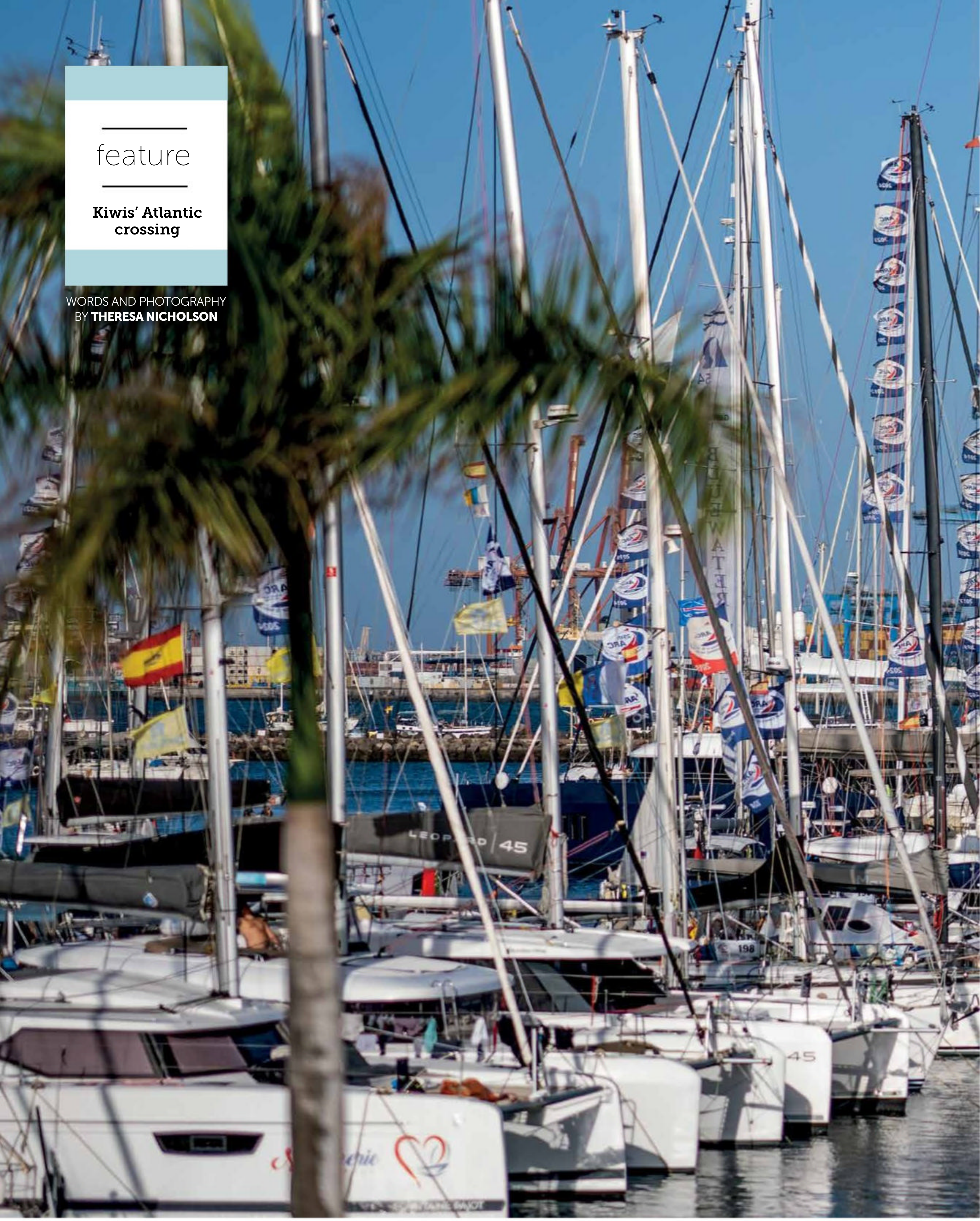
For trailers that don't have uprights and side guides, beaching the boat is often the preferred option, even in good weather.

This is why beach operation demands the right boat and trailer. The boat must be strong enough to take a hard hit. The bottom must withstand dragging up a sand or shingle beach. The winch attachment must withstand the pull of a tractor, dragging the boat out of the surf and up the beach. Aluminium alloy is pretty-much the only practical hull material for a beach-launched trailer boat. Some boats have painted sides and tops, but there's no point putting paint on the bottom. Unless the motor(s) are under about 50hp, power tilt is mandatory. Propellers get knocked about.

Trailers for beach operation have some common design themes. Vertical guides need to be attached in such a way that a hard hit on the guide won't wreck the trailer's frame. In practice, this means attaching the uprights near existing cross-members or adding cross-members to support the guides. The winch and bracket need to be heavier duty than we typically see on trailers designed for sheltered launching ramps. Rollers, skids and (often) padding protect the boat from damage and prevent it from hitting trailer fittings such as the mudguards. Vee-shaped rollers or a timber or polyethylene (PE) skid right at the very back of the trailer is fantastic, especially when the boat can be driven on rather than wave-riding.

It would be a great shame to miss out on great boating and fishing opportunities simply because of the lack of sheltered launching facilities. Thanks to generations of trial, error, and Kiwi innovation, this is no longer a problem. Most beaches around New Zealand have been used by locals who are usually more than happy to share their knowledge. And if you happen to find a beach no one has ever used but you are sure has potential, adapting tricks and techniques developed at similar beaches should work fine. BNZ





feature

Kiwis' Atlantic crossing

WORDS AND PHOTOGRAPHY BY **THERESA NICHOLSON**

Kiwi sailors can be found all over the globe, cruising the world's oceans and enjoying adventures in exotic locations. Cruising sailor Theresa Nicholson asked several Kiwi entrants to the Atlantic Rally for Cruisers how they came to be there.

How did we get here?

As Annika Haywood shifted lines and jerry jugs around *Apres Ski*'s busy cockpit, her cat, Cappuccino, lifted his fluffy head and gave us a stern look.

The Smith-Haywood family was racing to finish projects and stow everything before their late-November departure with the Atlantic Rally for Cruisers, the World Cruising Club's annual 2,700-mile transatlantic rally from the Canary Islands to St. Lucia. The bustling activity on the Las Palmas docks had Cappuccino slightly put out, and you can't blame him. There'd been a lot of hustle for the Smith-Haywood family and a lot of miles under the keel of their 1991 Tayana 47 in the previous five months; the 20-plus day Atlantic crossing was next.

When you see a New Zealand-flagged sailboat on a Spanish island west of Africa, you can't help but think, how did they get here? If you sailed west from New Zealand, sailed to Egypt, transited the Suez Canal, crossed the Mediterranean, passed through the Straits of Gibraltar and reached southwest to the Canary Islands, you would be halfway around the world.

So how did this Kiwi family find themselves half a world away from Pine Harbour?

HALF A WORLD AWAY

For the Smith-Haywood clan, it's a long story with a lot of ports of call. Lloyd Smith was born in Canada; New Zealand native Annika went to St. John's, in Newfoundland, Canada, to work on her PhD in biology (genetics), and that's where the two met.

"We have been working in Saudi Arabia since 2009 and just 'retired' in June," said Lloyd, who has permanent residency in New Zealand.

Lloyd was the director of the Coastal and Marine Resources Laboratory, a part of the King Abdullah University of Science and Technology, or KAUST, programme. Annika worked on postdoctoral research on the genetics of sponges and worked with the KAUST research office.

They found their boat in Spain, from a *Yachting World* listing, and had it delivered from Palma, Mallorca, to Corfu, Greece. From Corfu, Lloyd, Annika and their two children Brieanna and Tallon (seven- and four-years-old at the time) and friends moved the boat to

ABOVE The crew of *Uno*. Photo: James Mitchell/WCC.
RIGHT The marina in Las Palmas. Photo: James Mitchell/WCC.

Cyprus, and then on to Saudi Arabia. They adopted Cappuccino, a nine-year-old blue-point Himalayan, in Saudi Arabia.

Twelve years later, they signed up for the ARC, departed Jeddah, sailed up the Red Sea and transited the Suez Canal. Their five-month, eight-country, 4,300-mile journey to the Canary Islands reads like a dreamy travelogue: Egypt, Cyprus, Rhodes, Gallipoli, Rome, Amalfi Coast, Barcelona, the Strait of Gibraltar, Tangier, Casablanca.

"The most difficult sailing we faced was heading north up the Red Sea," Annika said. "We had headwinds and very short, steep chop from the waves, especially when we were getting close to the Gulf of Suez. Our poor cat was struggling with the heat and the waves, as were we."

In Cyprus they acquired an EU pet passport for their fluffiest family member, who remains mostly indifferent to his new EU status.

"Our biggest technical and logistical challenge was our engine failure between Cyprus and Rhodes," she said. The extended delay in Rhodes forced them to compress some of their Mediterranean plans and put them in a tight spot against the 90-day Schengen area limit.

In contrast, one of the thrills of their Mediterranean leg was watching New Zealand win the America's Cup, in Barcelona from their own boat.

"The biggest highlight was actually crossing the Atlantic," Annika said of the transatlantic sail with the ARC fleet.

"This was a big goal for us. We had some days with an average speed of over eight knots and hit peak speeds of more than 12 knots, which was amazing for us. Flying our green and black

125
59
DESEO
FOUNTAINE PAJOT

LEFT The Smith-Haywood crew after arriving in St Lucia. Photo: WCC/ES Productions

BELOW *Deseo* on the start line.Photo: James Mitchell/ WCC.

spinnaker for the first time during the crossing was a massive highlight, too."

JUMPING WITH THE FLEET

Paeroa native Jared Hodge was another Kiwi who jumped the pond with the 2024 ARC fleet.

"I am not a long-time sailor; some would say I'm not much of a sailor at all. But I am a long-time adventurer. I have a high passion for exploring places and cultures," Hodge said.

That's where the idea of the Fountaine Pajot Samana 59 came from, he said.

"I was around boating and engines a lot as a young person in New Zealand. I had very little sailing experience."

The Hodges bought *Deseo* brand new in La Rochelle, France. They sailed the multihull as far east as Turkey, visited Africa, then travelled west through the Straits of Gibraltar onwards to the Canaries. From there they joined the ARC for the Atlantic crossing. They plan to spend a year in the Caribbean and possibly sail the boat back over to Europe with the ARC 2026.

New Zealander Ross Hunter is a boat builder by trade and works with shore crews for race boats like the TransPac 52. He's been working in Palma de Mallorca, Spain, for 15 years. He met Dave Pignolet, the owner of American-flagged Catana 65 *Misfit*, through the captain of the racing boat Interlodge. Dave invited him to do the Atlantic crossing on the big cat.

"The crossing was lots of work – but much more fun," Ross said. "We had a series of problems – a broken kite, broken reefing points, a problem with the main clew. But we had a great time. The rally was really amazing – fishing, sundowners with drinks in hand, great food, and great company!"

The multihull ate up 3,175 Atlantic nautical miles in 14 days. Now Ross is back in New Zealand working on airships and carbon fibre components.

"I've been asked to do another leg or two on *Misfit*, during the World ARC (circumnavigation). I'm hoping I can get time off to do just that."

POST-COVID TRAVEL BUG

When New Zealand opened its borders in 2021, Nicole Fougere, her husband Richard Chetwynd and their two teenagers, Gisele and Jacques, booked one-way flights to Europe, hoping to buy a catamaran, sail the Mediterranean, and possibly cross the Atlantic.

"We had four weeks' sailing experience under our belts, onboard a monohull through Yachtshare in Westhaven Marina," Nicole said. "By no means were we boaties!

"But we were definitely confident water people, into surfing, diving, swimming, and paddling. The weeks we spent sailing out to Great Barrier, Kawau and Waiheke Islands sealed the deal for us."

They spent four weeks searching for a boat in Sardinia, during which Rich and Nicole took the 45-hour online portion of the Royal Yachting Association RYA Day Skipper course. After completing the onboard section of the course in Split, Croatia, they found a Fountaine Pajot Helia 44 in Athens,

"Our first sail on *Uno*, and really the first proper catamaran sailing we'd done, was our four-day passage

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> **‘The biggest challenge for us at that time was making our way through the Strait of Gibraltar…’**

RIGHT Members of the *Uno* crew show their colours during the America’s Cup in Barcelona.

BELOW Crossing the finish line in Santa Lucia. Photo: Tim Wright/ PhotoAction.com.

from Athens to Bodrum, Turkey. We sailed during the day and anchored each night, still trying to figure out the tricky Meltemi winds and the boat,” she said.

They spent three months in Turkey, including six weeks working on boat projects in Marmaris Bay.

“This is where we met a whole load of live-aboard families, who were all waiting out the mild winter like us, in non-Schengen territory. In the sailing community, you become fast friends, and we are still in contact with these friends today.”

They left Turkey in June and spent a month in the Greek islands, then sailed across the Strait of Messina in Sicily. They cruised the Amalfi Coast and then continued on to Capri, Procida, and Ponza.

“We spent a week in Ponza, melting in an epic heatwave, climbing through grottos, cliff jumping, and swimming as much as possible.”

They crossed to Sardinia, then the Balearic Islands of Minorca and Mallorca, and on to the mainland of Spain.

“We stopped in Vilanova i la Geltru to watch New Zealand race in the America’s Cup preliminary regatta, then sailed to Gibraltar to provision and wait for a weather window to cross to the Canary Islands.”

“The biggest challenge for us at that time was making our way through the Strait of Gibraltar, navigating one of the world’s busiest shipping channels – followed by avoiding pods of Iberian Orcas, which had been a problem in the area.

"We had really big following seas off Morocco and surfing the waves was quite scary at times. Especially at night when it felt like we were riding a roller coaster in the dark, and we would lose our stomachs. Seeing land and then anchoring in Graciosa Bay (in the Canary Islands) was a huge highlight; we felt like we had really achieved a huge goal."

They crossed the Atlantic in 22 days, arriving in St Lucia mid-December 2023.

"We sailed conservatively and switched out our asymmetric gennaker (which we could only fly in up to 12 knots AWS) to our white sails each evening, before the night watch began. "We definitely did not go hungry. We caught 10 huge mahi-mahi, a two-metre blue marlin, and two yellowfin tuna.

"We saw pilot whales and pods of dolphins. The night sky in the middle of the Atlantic was spectacular – shooting stars, meteorite showers, and the most amazing full moon that made it seem like daylight.

"At 7am, on Day 22, we sailed over the ARC finish line and into Rodney Bay Marina in St Lucia, to the cheers of all of our friends who had already arrived. The local marina staff handed us a fruit basket and a rum punch to celebrate, while we hugged our friends. To have made it across an ocean, almost entirely under the power of Mother Nature was the most surreal and exhilarating feeling."

The crew of *Uno* explored the islands for several months, then sold her in the British Virgin Islands in April 2024.

"Boat life is amazing – and it is a hard thing to shake once you have experienced it. We are forever changed. For now, we are back in New Zealand and our kids are back in school, after being boat-schooled for the last 2.5 years. Our family bond has strengthened so much after living together, day in and day out. We are all keen to get back on a boat, but this time it would be a little bigger and a little faster.

"We're settling back in, but I don't think we'll manage to stay away from another boat for very long."

THE LONG WAY HOME

The Smith-Haywood crew, for now, are exploring the French islands of the Caribbean with plans to sail to the US Virgin Islands and Puerto Rico, then on to the San Blas Islands and Panama. The Atlantic crossing has given them more confidence for the upcoming Pacific crossing.

"In early to mid-April we'll transit the Panama Canal and head to the Marquesas, the Tuamotus, French Polynesia, then the Cook Islands, Niue, Tonga and down to New Zealand."

There's still a few miles to go before the family gets back to Pine Harbour. BNZ

MISFIT
WELCOME TO SAINT LUCIA!
ARC 2024

ABOVE The *Misfit* crew on the dock in St Lucia after finishing the rally. Photo: WCC/ES Productions.

THE CATCH
with MARK KITTERIDGE

Hard or soft for snapper?

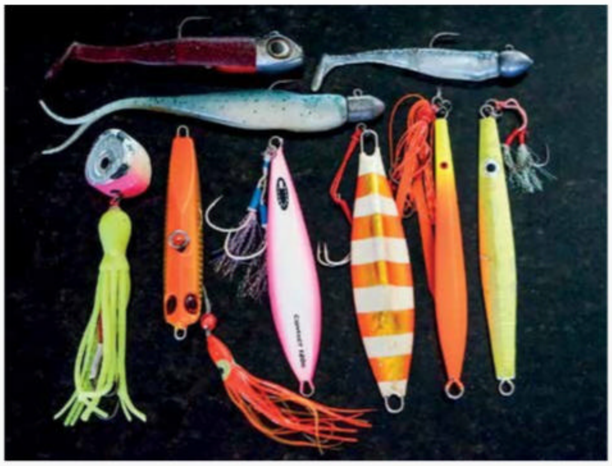
It's a common dilemma for many of us: when should I use a softbait and when is it better to use a metal jig lure of some sort?

Generally, I find the depth and environment largely dictate which is likely to be more effective. But not always, and as will be revealed, there are definitely exceptions.

ONE- TO EIGHT-METRE DEPTHS

As the boat's presence will scare off any bigger fish nearby in shallow water, casting well away from the boat is essential to success, making soft-baiting the obvious technique to use. Mostly.

Some possible scenarios and potential fishing solutions are as follows:



ABOVE The two heavily weighted paddler-type softbaits at the top suit deep water and create lots of disturbance during their descent, while the 7″ softbait tends to attract bigger snapper. The metal lures below are quite a mixture: some wider in profile for more flutter, others long and slim to get down quickly and stay there.

BELOW It's hard to beat small soft-plastic lures when fishing the shallows, especially if it's not too windy.

Weedy, reefy shallows in locations more likely to produce bigger fish: Thread 7-inch* (18cm) softies onto ¼-3/8oz (7-10.5g) jig-heads armed with a 3/0-5/0 hook and attached to a 20-30lb (9-13.6kg) fluoro leader. Or, if fishing more heavily fished areas, change down to 4-5-inch (10.2-12.7cm) softbaits and 15-20lb (7-9.1kg) trace. Cast out, keep extra slack out of the descent process, and retrieve with upwards jiggles; have confidence that snapper will swim up two or three metres to eat something tasty.

Small baitfish have been pushed into the shallows by predators, usually in or close to harbours, channels, estuaries and islands: Cast 2.5-5-inch (5.1-6.4cm) soft-baits, ideally in more natural baitfish colours, to feeding activity that's visible or areas where fish have just passed through. The smaller the soft-bait, the lighter the jig-head and fluoro leader (i.e. 5" tails should be on a 3/8oz jig-head armed with a 2/0-3/0 hook attached to 15-20lb leader, while 3" tails suit ⅛-3/16oz jig-heads, #1-2/0 hooks and 12-15lb leader).

This last setup also suits situations where snapper are grubbing around in the silt, sand or mud for invertebrates, although high-vis colours [i.e. orange or pink] often produce better here, along with browny 'New Penny' type colourations.

For anglers who prefer using metal jigs, try casting out lighter, more fluttery 5-10g micro-jigs using 4-6kg soft-bait gear and retrieving them with small, stuttering, jiggling movements, either in mid-water if there's weed or baitfish activity, or scudding along the silty/muddy sea floor.

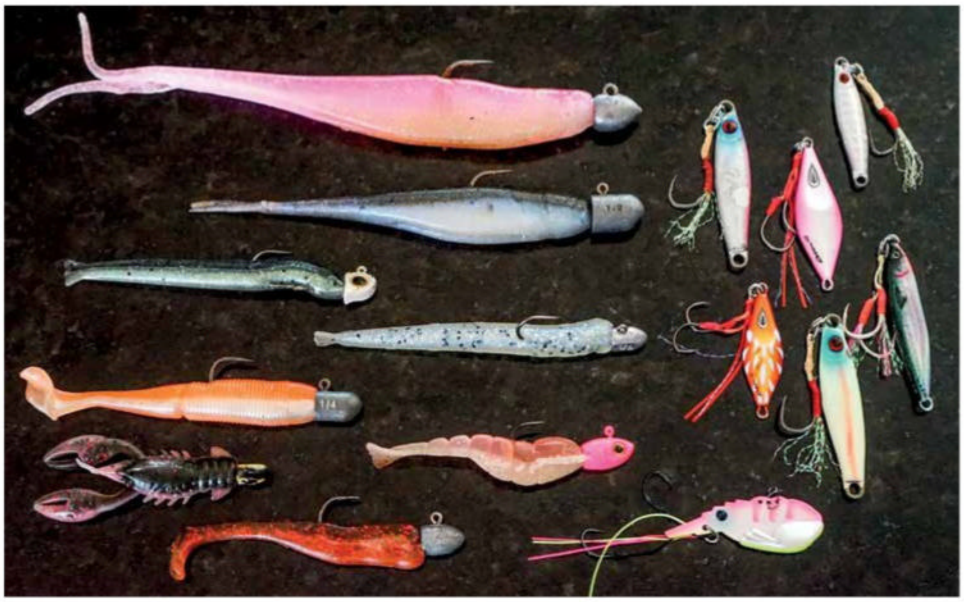
> ...have confidence that snapper will swim up two or three metres to eat something tasty.

EIGHT- TO 20-METRE DEPTHS

These are great depths for softbaits, as well as smaller and/or lighter jigs and slow-jigs. However, when using the recommended ⅜-1/2oz jig-heads – such relatively lightly weighted baits often attract bites on the way down) – you may need to experiment with casting angles to maintain good contact with the softbait and ensure it gets down to the bottom. Wind-against-tide situations can result in lightly weighted jig-heads getting held up, especially in deeper water and where currents are stronger.

In this depth range, look for the following situations:

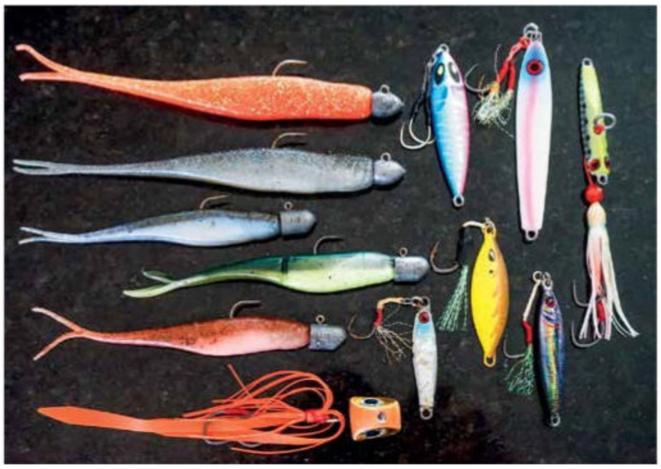
Patchy weed and reef, interspersed with sandy areas, ideally with deeper water and some current nearby:



CLOCKWISE FROM TOP LEFT
Long, slim metal lures get down super-quick to hungry fish in deep water.

A shallow water (one to eight metres) selection, including (left side): a 7" jerk shad soft-bait for casting around reefy shallows; various smaller baitfish imitations; and (right side) some great little jigs that can be cast and jiggled back.

A slow mechanical-jigging action usually does the trick in deep water – with both soft and hard lures!



ABOVE A medium-depth (8-20m) lure selection, including (left side): A high-vis 7" softbait for murky/dull conditions; a few good baitfish imitations; a brown-pink softbait and small slider-type lure suitable for dragging; (right side) some fluttery/slow-pitch type lures and a small inchiku style lure; and small lures made of heavy tungsten that can work well when the fishing is hard.

BELOW Dragging a slider-type lure armed with a squid tendril in murky tidal water can provide youngsters with non-stop snapper action.

Work these areas with the lightly weighted softbaits outlined above. The deeper the water though, the more anglers must concentrate on their casting angles for good contact during the lure's descent, as well as winding out any excess slack line. Once touchdown is achieved, retrieve the softbait with upward jiggling movements interspersed with pauses of varying length.

Muddy or silty channels with some current present: These areas offer tasty treats for snapper (i.e. crabs, sea worms, shellfish, baby flounder etc.) and their murkier, deeper waters can mask the boat's presence, allowing anglers to drag/jig softbaits and slow-jigs along the seafloor. We're trying to imitate prey such as small flounder and crabs scuttling along the bottom, so the lures used can be a bit heavier to stay down and kick up silt. Slow-jigs of 60-80g usually do the job nicely.

And if there are youngsters or learners on board, consider adding a squid tentacle to the slow-jig's lead hook so that it trails past the rear hook (only a tentacle or sliver of bait though; bigger baits tend to result in deep-hooked fish). This method catches fish, but they do tend to be smaller.

The above scenario also suits 14-28g micro-jigs, with tungsten jigs performing better in strong currents, although fluttery jigs in 20-60g will have their moments, too. Micro-jigs are best worked in small, stuttering movements, but can also be dragged along the bottom, while flutter/slow-pitch type lures suit repeated lifts and drops (yo-yoing) or by making three or four slow-motion mechanical-jigging movements up off the bottom.

30M TO 70M DEPTHS

Most anglers abandon soft-baiting at around 30m, opting instead for heavier, faster sinking jigs and slow-jigs, but don't be too quick to dismiss softies, especially when work-ups are in full swing or baitfish are well up off the bottom.

Work-ups attended by gannets/dolphins/whales over a reasonably clean seafloor: Jigs and slow-jigs *do* offer an excellent way to get down super quick and take advantage of whatever carnage is going on, particularly over reasonably snag-free sea floors. Choose lures that are weightier and more streamlined as the water gets deeper and the current stronger (i.e. 80-150g), especially if wind and tide are working against each other. Go heavier if in doubt about which lure weight to use, because for best results lures should be worked as near to vertically as possible. A variety of lure movements can be effective, but slow-motion mechanical jigging tends to be the most consistent (slow-pitch tactics are great too, but are a bit too specialised to cover here). The activity on the sounder will suggest just how high up in the water column the lure should be worked to before being dropped again.

Sometimes, though, for whatever reason, snapper simply want to eat soft plastics (it can be the other way round too, with jigs/slow jigs flavour of the day), especially lightly weighted 3/4-1oz models, which hungry snapper like to intercept as they descend. Yes, softbaits can take a while to get down to where the fish are holding, especially in over 40m of water, but the speed and enthusiasm with which they are eaten can more than make up for this. Interestingly, although it's possible to simply drop heavily weighted softbaits straight down to get bites (overhead/baitcaster type outfits a good option here, affording very direct contact with the descending lure), I find using an 8'-8'6" spinning outfit to make long casts up ahead of the boat in the direction of the drift tends to be more effective. Next, I whip off several rod lengths of line onto the water's surface in front of me, keeping a close eye in case it suddenly dives away into the depths. If it does, a fast wind of the reel's handle and a hard strike frequently result in a buckled rod and line smoking off the reel. Snapper find a complete freefall action very enticing. Should the softbait remain unmolested all the way down, begin a slow to moderate speed mechanical jigging retrieve for anything from a metre or two through to 10-15m off the bottom – the fishfinder's display should give you an indication where in the water column fish are lying.

A reasonably clear bottom with snapper sign showing: Adopt the same as above, but restrict any jigging movements off the bottom to just a handful or so turns, or try dragging the softbait.

Whatever the depth you're fishing, though, use the lightest braid possible – thinner braid cuts through the water and current more efficiently – keep the hooks as small as practical for better hookups, and use scented softbaits or scent additives to trick fish into biting harder and hanging on for longer, especially in deeper water! BNZ

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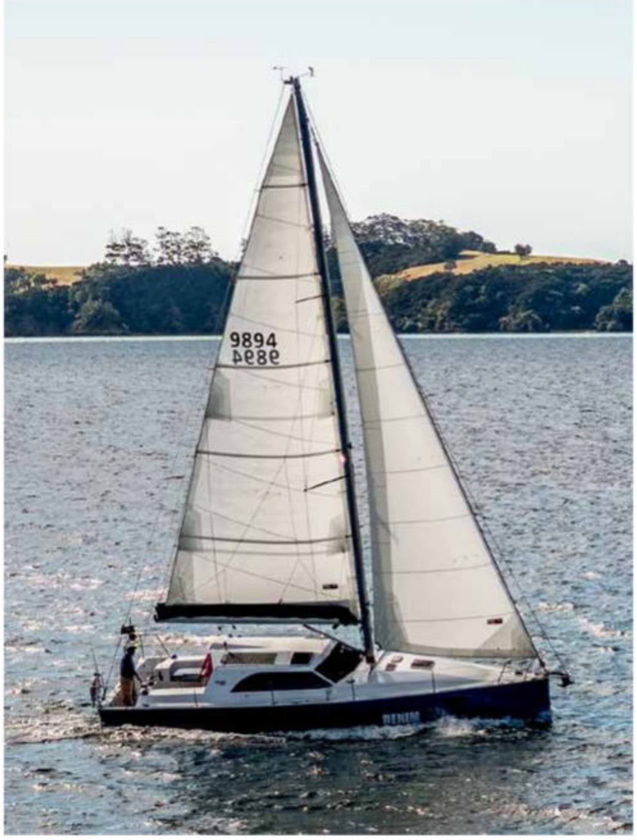
review

Elliott 11.5m Tourer

WORDS BY **TOM LINSKEY**
PHOTOGRAPHY BY **ASH BOYD**

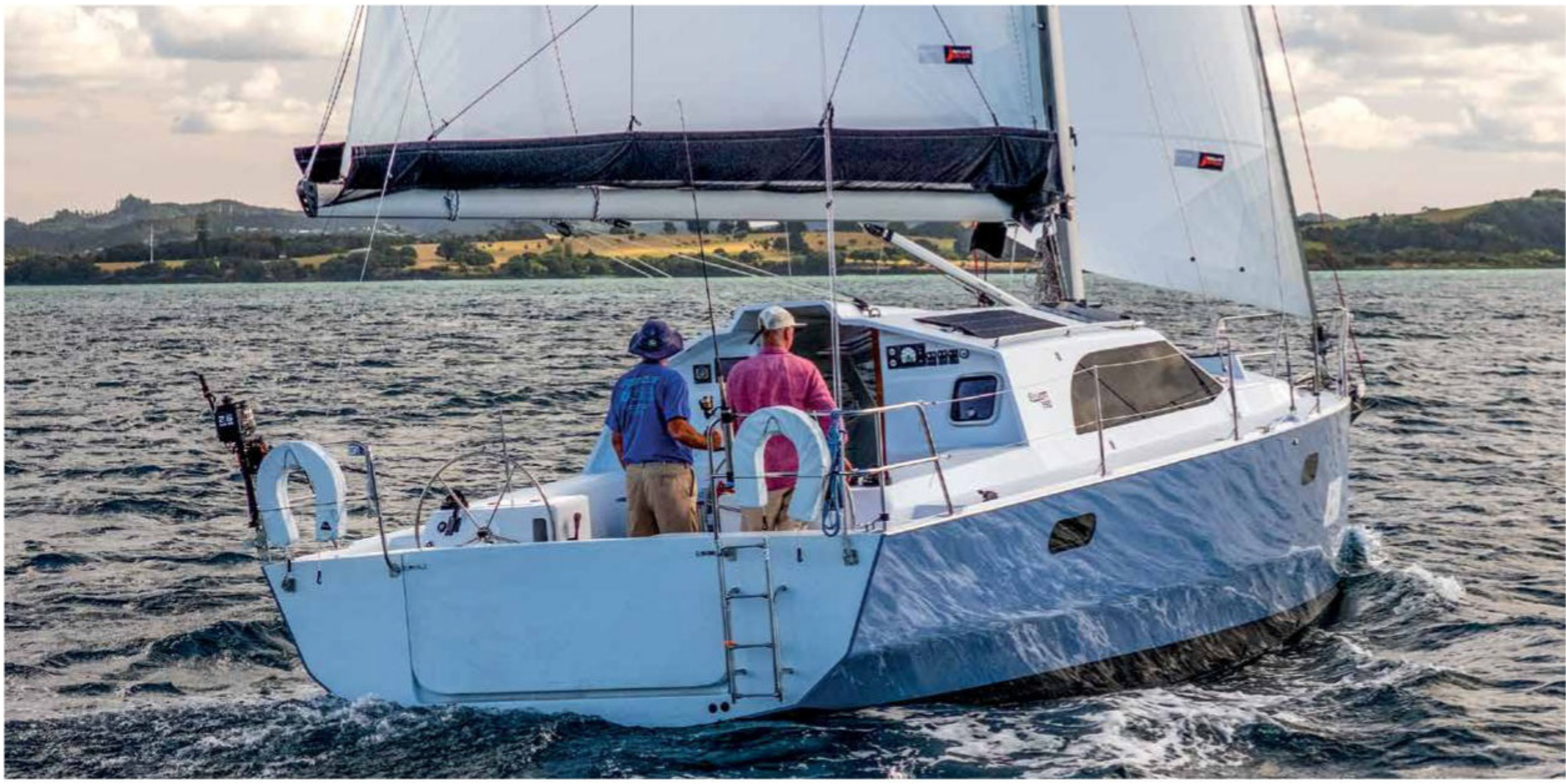
Denim is a classic Kiwi tale. Start with a solitary man and a dream, pile on the challenges, stir in creativity and innovation, and voila! A unique Kiwi yacht hits the water

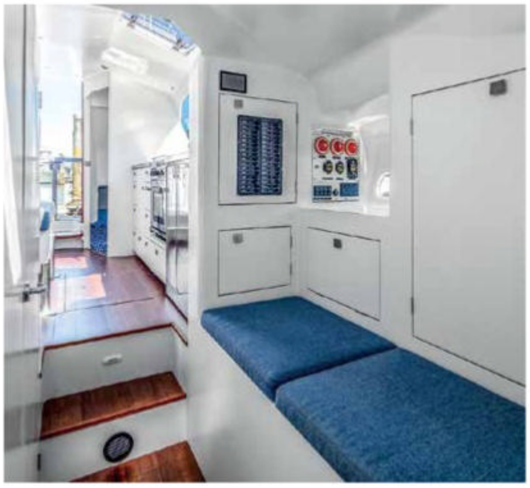


Along with many New Zealanders during COVID, Robert Cross, a lifelong sailor, a thinker and a tinkerer, suddenly found himself unmoored. The pandemic threw stiff headwinds at his business. Personal relationships sailed into shoal water. But he held onto one thing: his dream of an ultimate boat.

A lot of yachties harbour this dream, but most only dream about it. Cross used the COVID downtime to build his dream, working mostly by himself in a mate's shed on a farm in Kaingaroa, in the Far North. He found help at critical junctures, such as glassing the plywood hull and installing the engine and drivetrain. Otherwise, Cross was alone, dressing timber, mixing epoxy, and sanding, with plenty of time to ponder his dream. (For more on the building of *Denim*, see "The Perfect Yacht" in the March 2025 *Boating New Zealand*). Robert Cross grew up in Avondale, Auckland, son of a woodturner/cabinet maker who built traditional yachts in the backyard for fun. But Robert's love affair with yachts took

Better in DENIM





ABOVE & R *Denim* is an accomplished sailer with handling that is finely balanced.

LEFT & R The main cabin is on a level with the cockpit, with steps leading to the v-berth accommodation and single bathroom/ head below. Two additional double cabins are situated aft.

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a progressive path. He became a devoted follower of designer Greg Elliott, known for his edgy, innovative racers and performance cruisers. Cross owned a series of Elliott boats in his younger years and became a believer in the pilothouse concept of Kiwi designers such as Bob Stewart, Jim Young, Greg Elliott, and more. These days, Cross owns Sail Connections, a global bareboat business that connects clients with large fleet operators, mostly in Europe. Drawing on lessons learned from his customers and as a skipper in the Ionian Sea charter trade, *Denim*, based on the Elliott 1150 Tourer, would be a purpose-built charter boat for the Bay of Islands and the Hauraki Gulf. “I sail many production monohulls when I charter overseas, and there are many good features I was keen to see integrated into this boat,” notes Cross.

Because Maritime New Zealand requires that a New Zealand charter boat must be designed, built, and equipped to Maritime NZ’s commercial specification, securing the necessary commercial ticket for *Denim* meant following the dictates and submitting to many inspections of everything from hull and deck construction to electrical specs to safety requirements. It all added up to more work, more details, more cost, and more time, until finally the 40-page certificate of approval was granted. The result is a boat that is strong and safe. And certified.

“There is nothing that went into this boat that is not part of its structure,” Cross says. “Bulkheads are the ring-frames; bunk tops and benches are the stringers. Even cupboards are bonded in, and the entire structure is a honeycomb of light but incredibly strong components. Weight beyond what is needed for strength serves no purpose and affects the performance of a boat. I wanted to build a robust boat that will stand up to charter. I don’t think anyone can break it.”

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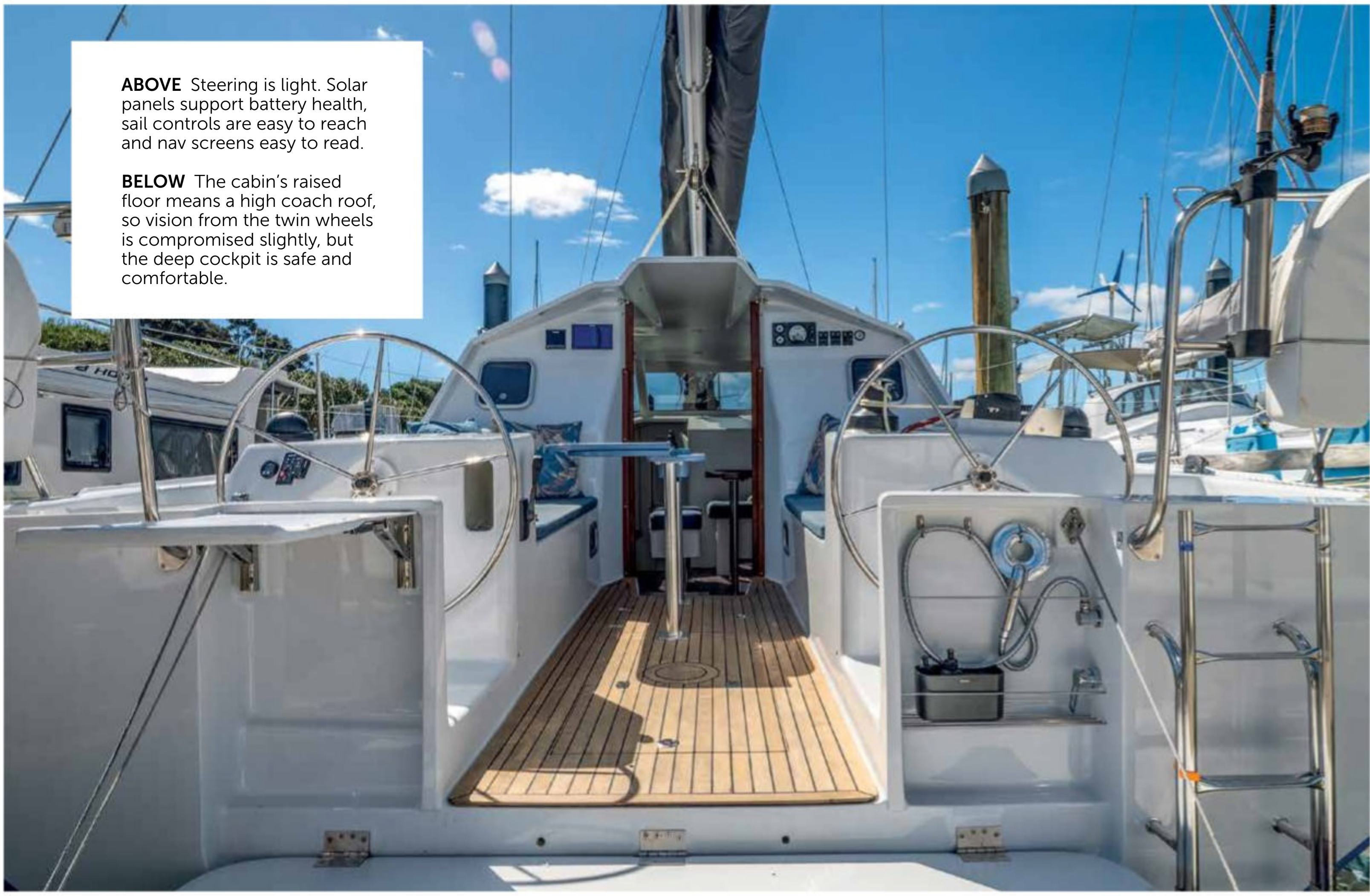
CONCEPT MEETS REALITY

A contemporary pilothouse cruiser, the signature feature of *Denim* is its 'single level' concept, which places the saloon on nearly the same plane (two half-steps down) as the cockpit sole. The impact of single-level life must be experienced to be fully appreciated. Firstly, there's no need to navigate a steep ladder to go to/from the cockpit and the cabin. The cook is not 'down in the hole' belowdecks, isolated from everyone in the cockpit. Dining or relaxing in the saloon comes with a near-wraparound water view. And a water view for the cook, too!

The design triumph of 'galley up' and 'saloon up' ambience, an extremely attractive feature of life on most catamarans, has been rendered on a 37-foot monohull. *Denim*'s three forward pilothouse windows are 500mm x 500mm, and the side windows are 400mm high and a whopping 2.7m long. The views and the amount of natural light coming in are eye-popping. All windows are of Maritime NZ-specified 10mm toughened glass. (With so much light coming in, a clever window-shade system or external covers may be on the cards.)

I admit I was skeptical, but *Denim*'s three-cabin layout, quite an achievement on an 11.5m yacht, works. The double V-berth forward and the two double cabins aft of the saloon are roomy enough and private enough for a medium-sized (four people) to maximum-sized (six people) charter party. Six hull windows of 10mm toughened glass (one each in the head area, forward cabin, and aft cabins) are beefed up by large backing blocks. The forward cabin



ABOVE Steering is light. Solar panels support battery health, sail controls are easy to reach and nav screens easy to read.

BELOW The cabin's raised floor means a high coach roof, so vision from the twin wheels is compromised slightly, but the deep cockpit is safe and comfortable.

is one step down from the saloon, and the aft cabins are two steps down. The yacht's dedicated head and dedicated shower compartments, with convenient stowage lockers and a seating/catnapping space opposite, are forward of the mast and generously sized. Cross decided not to give in to the usual practice of combining a toilet space with a shower space and thus having two head/showers, which generally results in a soggy experience in both respects. Charter guests will simply share *Denim*'s head, like grownups. The fore-and-aft galley, on the port side of the saloon, features an Inox fridge/freezer with drawers. The galley has lots of stainless-steel worktop space for meal prep. The seats-six raised dinette table and seating area offer a full view of the waterscape.

The other key feature of *Denim*'s design is that deck beam is carried well aft, resulting in a wide, large cockpit and a twin-wheel steering station, as well as room for the two double cabins aft. Substantial topsides flare has kept the waterline beam narrow, for speed. Three chines (per side) add stability to the sail-carrying equation and structure to the hull panels.

As with every aspect of every boat ever built, there are trade-offs. *Denim*'s single-level design is unbeatable for ease of cockpit-to-cabin movement – and for wraparound views for the cook and diners and loungers in the lounge. The raised-floor main cabin does necessitate a high coachroof (visibility from behind the twin wheels is reduced, but you can peer around the side of the coachroof or through the forward pilothouse windows when needed). The Yanmar 57hp diesel is located beneath the saloon sole. There's 100% access to the engine and drivetrain, but for filter changes and other servicing, you'll need to ease yourself down into the 800mm-deep bilge area through a large floorboard hatch alongside the galley. Does the lack of an engine box or enclosure mean that engine noise reaches a bit further into the boat? That's hard to know, but it's probably not an issue, given that the underside of the cabin sole is heavily soundproofed.

UNDERWAY

Denim is fast and nimble under sail, a delight to steer; she'll acquit herself well in club racing. The deep spade rudder turns on Jefa bearings; the feel on the Lewmar wheels is so light that two fingers are enough. The boat is finely balanced; there is barely any weather helm when *Denim* heels to a gust. Under power, *Denim* cruises at 7.0 knots at 1800rpm and at 8.5 knots at 2800rpm.

Denim has a modest sail area and, thus far, only one winch. The self-tacking 97% jib, an idea Cross explains is borrowed from the new breed of Euro cruisers and charter boats, is key to the boat's low-hassle sail plan. The full-battened mainsail has two slab reefs, and the mid-boom mainsheet, located on the coachroof, keeps the cockpit a safe place during gybes. A bank of four sheet stoppers (main halyard, mainsheet, first reef, and jibsheet) just forward of the starboard wheel is handy for singlehanding. *Denim*'s cockpit – deep, safe, and comfortable – is tried-and-true rather than the sunbed zones of some charter boats. A teak-planked cockpit sole adds a touch of tradition.

There's a 45-litre cockpit fridge tucked away into the cockpit coaming just forward of the port wheel, and

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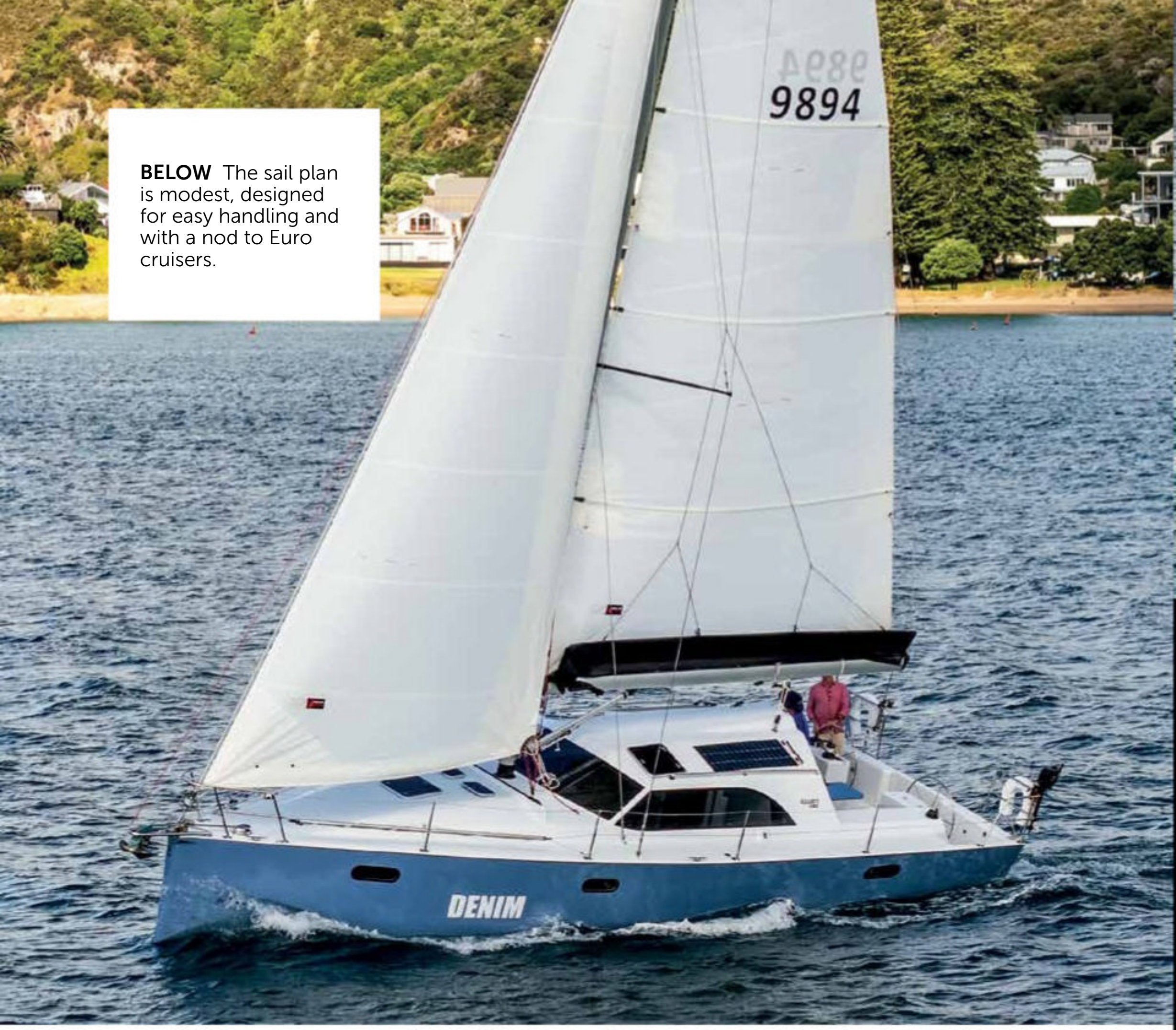

BELOW The sail plan is modest, designed for easy handling and with a nod to Euro cruisers.

a fold-out cockpit table, painted denim-blue and inset with carbon-fibre cupholders, ready for sundowners and cockpit dining. The two-metre-wide swim platform has a high-quality shower for swimmers, a cutting board for fishers, and a BBQ for all.

Working on deck, with well-placed handholds on the cabin top, is safe and easy, but care must be taken when you come to the sloping glass windshield of the coachroof immediately aft of the mast. The shroud chainplates are carbon, bonded into the boat's structure; the lower shrouds, set inboard, give unobstructed passage on the wide sidedecks to and from the foredeck. The bow is squared off to accommodate the anchor roller and the bases of a clever hinge-up stainless-steel bowsprit (for a Code 0 and to reduce overall length and the monthly marina berth bill). There're still a few goodies coming for *Denim*: 900 watts of solar on a stainless-steel over-cockpit bimini; a watermaker; and possibly, primary winches on the cockpit coamings for a Code 0 or screecher.

WHAT'S AHEAD

So *Denim* hits all her targets: a purpose-built charter boat that you can race or cruise in the off-season. But Robert Cross has another challenge ahead: reforming the New Zealand charterboat industry, because things are at a low ebb.

Perhaps it all started back in 1979, with Robert Muldoon's infamous Boat Tax, a 20% levy on the price of Kiwi-built boats. The tax throttled New Zealand's boat exports, knocking more than 100 marine companies out of business. Skilled boatbuilders, cast adrift, sadly looked for work in other industries. Memo to politicians: It's a helluva lot easier to thump your chest and break things than it is to listen to the people who build things. While many European governments subsidise their boatbuilders, the New Zealand government taxed its boatbuilders. Go figure.

And other New Zealand government agencies, notably Inland Revenue, piled on. The result is that the charter industry needs rethinking and retooling. Compared to the European model, which offers big charter fleets, managed maintenance, trained captains, and hands-on education programmes for novice sailors/charter customers, we have a long way to go.

That said, Robert Cross has achieved his dream. *Denim* is unbreakable, functional, and comfortable – and she sails and motors well. Given all the things that *Denim* is, let's consider what *Denim* is not. *Denim* is not a shined-up reincarnation of an old boat. Nor is *Denim* a homage to old ways and old thinking. And neither is *Denim* just another mass-production import. *Denim* is the latest evolution in our design and boatbuilding: a modern New Zealand-style pilothouse yacht.

Born and bred, *Denim* is a Kiwi boat. BNZ

Elliott 11.5m Tourer

PACKAGES FROM
POA

MANUFACTURED BY
Hull, deck, structure, appendages, and interior: Robert Cross, www.sailconnections.com

FINISHING BOATBUILDING AND PAINT:
D&D Boatbuilders / Visual Impact

CONSTRUCTION:
E-glass/epoxy/foam core (deck) and plywood (hull)

HIGHLIGHTS

'Single level' modern pilothouse design connects the cockpit to the saloon and offers wraparound water views

Strong, weight saving hull and deck structure

Deep, secure cockpit for relaxing and dining

Self-tacking jib and simple sail controls, nimble and fast under sail

SPECIFICATIONS

loa	11.5m
lwl	11.4m
beam	4.0m
draft	2.0m
light displacement	6.55 tons
fuel capacity	250 litres
water capacity	780 litres
engine	Yanmar 4JH 57hp
drive type	shaft

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BOATBRIEF

BY RETIRED MARINE ELECTRICIAN
BARRY CLARK

This article is intended to help boat owners better understand a vessel's batteries and how to correctly maintain them for maximum battery life.

Battery charging and maintenance for an extended battery life

Barry was the resident marine electrician at Hobsonville Marina for more than 30 years, beginning when the marina was named Westpark Marina and had only about 10 berths occupied. Barry often saw money wasted on replacement batteries that could have lasted very much longer if they were the appropriate type and correctly maintained.

Only deep-cycle batteries should be used for 'House' battery applications, and only starting batteries should be used for engine starting, sheet winch, windlass, etc. applications.

This article was prompted by a comment made by a supplier of auto electrical equipment with whom I frequently used to deal. After a discussion with the manager of the company about correct battery use and maintenance, the manager said, "Do you know that, of all the people who come in here and deal with us, you are the only one who actually understands how it works!"

One reason for the average auto electrician's lack of understanding of this subject probably arises from the fact that, in the main, automotive batteries do not get 'cycled' (discharged and recharged) but are used for a few seconds to start the engine and are then immediately recharged and kept on charge by the vehicle's alternator. In other words, they are almost always fully charged, which ensures the longest possible battery life.

Marine batteries and caravan batteries are used without always being fully charged. Some caravans or boats have solar charging systems, but that only provides battery charging

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when the sun is shining. On an overcast day the sun is often insufficient to maintain a full battery charge, and little or no charging is available at night. This means that battery discharge at night is often unavoidable.

The longest battery life will be obtained by keeping batteries fully charged. Every discharge will take something from the battery's life. Long periods of discharge will shorten a battery's life more quickly than short periods, and deep levels of discharge will shorten the life of a battery quicker than shallow levels of discharge.

Just remember six volts is not a half-full 12-volt battery! In fact, a 12-volt battery must never be allowed to be discharged below 12.2 volts. Allowing a 12-volt lead-acid battery to go down to 12.2 volts represents a 50% discharge. A 12-volt electrical system requires at least 12 volts to operate.

Every time a battery is discharged and recharged is referred to as a 'charge cycle'. Any battery is good for a limited number of discharge cycles. The longest-lived battery will be one that is never subjected to any discharge cycles at all – provided it is not overcharged. The longer the period of time a battery spends below full charge, the more the battery's life is shortened. Likewise, the deeper the level of discharge, the more the life of the battery is shortened.

Periodically ensure your battery is fully recharged. Without use, some batteries discharge up to 10% of their capacity each month (flooded, or wet cell, type). Failure to keep a battery properly charged will cause sulfation, leading to a shorter battery life and poor performance.

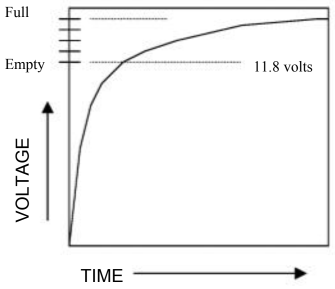
Ensure battery terminals are clean and secure. If corrosion occurs, pour boiling water over the terminals then cover them with vaseline, grease, or a battery terminal protectant.

Battery electrolyte levels should be checked monthly. Top up with distilled water. BNZ

BATTERY CHARGING AND VOLTAGES
(12-VOLT SYSTEM)

LEAD-ACID BATTERY CHARGING

This charge graph gives an indication of how long it takes to get the final and most important part of the charge into the battery using a charging system with a fixed voltage regulator (as used In most standard alternators)



When the battery is on charge, the voltmeter reading should rise to approximately 14.2 to 14.5 volts. This may take a few minutes but should not take more than 30. The battery should be kept on charge at this voltage for at least one hour. If you don't have a smart regulator in the charging system, it will probably take much longer than this to fully recharge a battery.

LEAD-ACID BATTERY VOLTAGES

The longest battery life will be achieved if the batteries are always fully charged. Every discharge cycle reduces the life of the battery. Long discharge cycles reduce battery life more than short discharge cycles. Deep discharge cycles reduce battery life more than shallow discharge cycles.

VOLTAGES representing PERCENTAGE CHARGE:

WET CELL LEAD-ACID	GELLED LEAD-ACID
FULL = 12.6 VOLTS	FULL = 12.9 VOLTS
75% charge = 12.4 v	75% charge = 12.65 v
50% charge = 12.2 v	50% charge = 12.35 v
25% charge = 12.0 v	25% charge = 12.00 v
empty = 11.80 v	empty = 11.80 v

Maintain battery voltage above 50% charge for better battery life (below 50% is a very deep discharge).

ABOUT BARRY CLARK
Barry Clark was working as a marine electrician before there was a marine electrical industry. He has been boating since he was five years old and is now in his late sixties.

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WOMEN IN SPORT: KELSEY MUIR

Kelsey helms the 104th Lipton Cup winner

Sailing is often perceived as an elitist sport dominated by men, and while it is much more accessible here in New Zealand, the achievements of women can still slip under the radar.

WORDS BY **KAY GAMBLE**,
VICE COMMODORE, PONSONBY CRUISING CLUB

This year the 104th Lipton Cup, held in March, was won with a woman at the helm for the very first time.

Kelsey Muir and Taka Hewett have sailed and raced *Rangi Manu* for 10 years or so after Hewett and Rob Warring rebuilt her. Their hard work and experience finally paid off when the six crew – Kelsey Muir, Taka Hewett, Tim Merkens, Matt Sugden, Matt Collins, and Mike Parker – were able to make their mark on this magnificent trophy for the first time. It is also the first time the race has been won by a husband-and-wife team – Kelsey's husband Tim was also crewing.

Kelsey descends from a long line of sailors. Her grandfather was the legendary boatbuilder, designer and sailor Jim Young, and her grandmother, Margaret Patterson, was ahead of her time, racing as a teenager against the boys and winning. She was also involved in the first women's racing in Auckland.

Kelsey's mum, Wendy, has been racing with the same crew in the Ponsonby Cruising Club's (PCC) women's racing for over 20 years, and she and Kelsey now race against each other, including in the women's Nationals pre-Covid.

Women's racing at the club is dynamic. PCC welcomes anyone interested in sailing and teams work to pass on knowledge and skills. They are all passionate about what they do.

The Lipton Cup was once one of New Zealand's biggest yacht races and is still highly-regarded. It is also the oldest consecutively raced-for cup by a single class of yacht in New Zealand, possibly the world. Kelsey's historic cup-winning drive is a huge achievement and should not go unrecognised.

These shallow draft boats, originally built from kauri, with large, often cumbersome sails, were produced between the 1860s and 1970s.

Intentionally over-canvassed to get their catches back to the wharves quickly to fetch the best prices, Mullet boats were and remain notoriously challenging to sail. The benefits of a lifting centreboard meant they could navigate muddy estuaries at low tide, although their timing had to be right, and in high winds they were prone to capsize.

Mullet boats were described at the time thus: "A 22-foot shoal draft centre-boarder with a daring bowsprit, an impossibly long main boom, a cloud-scraping spread of sails and class stalwarts who thrive on equal injections of history, spread, spills and thrills."

On weekends, they often raced for fun, with wagers placed with bookies. By 1915, these L-class mullet boats had developed into one of the strongest racing fleets on the harbour.

Mullet boats, some more than 100 years old, assemble in Auckland every year to race for the Lipton Cup. It's New Zealand's oldest trophy, donated to the Ponsonby Cruising Club by Sir Thomas Lipton, who commissioned it from the Goldsmiths and Silversmiths Co. of Regent Street, London, the same silversmiths who made the America's Cup. Sir Thomas Lipton raced the America's Cup five times but never won.

Rangi Manu, Lipton Cup winner 2025.

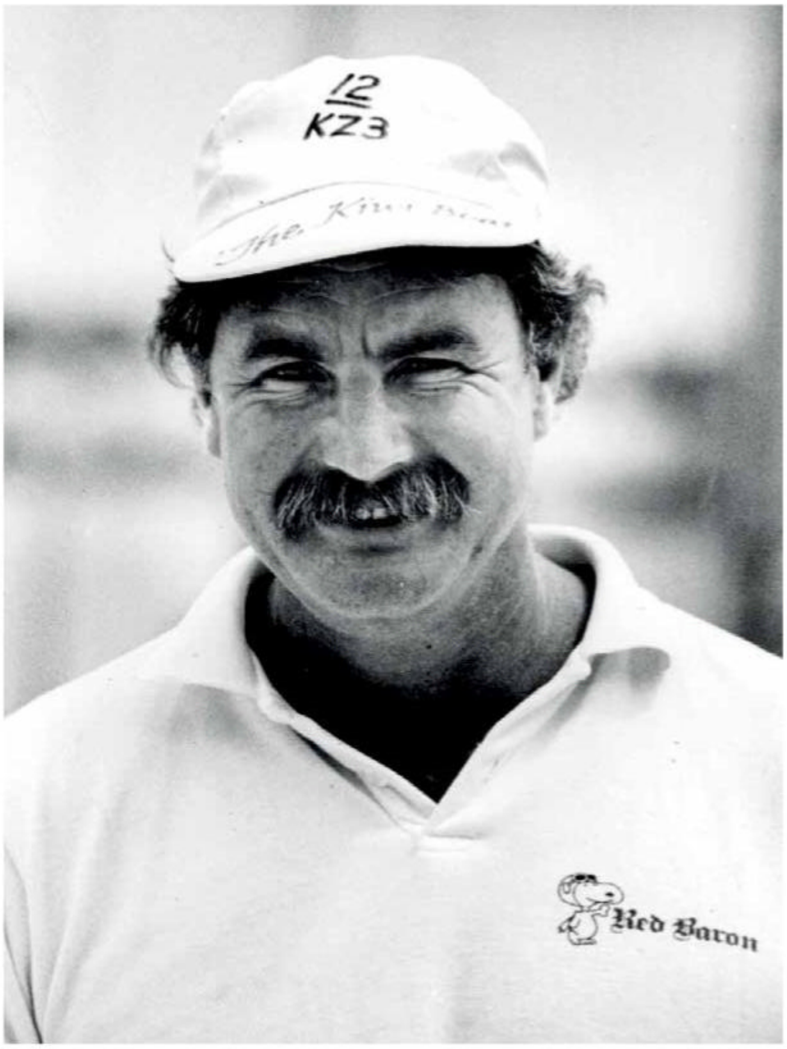
093

RETRO BOATS

Reflections: The Graeme Woodroffe story | Crossword
Perpetual Guardian RNZYS Classic Yachts Regatta
Thames Traditional Boat Festival
VintageView: *Petrel* and other Raters for export
Book Review: *The Lipton Cup*

REFLECTIONS

with JOHN MACFARLANE



THE GRAEME WOODROFFE STORY

A free-spirited talent

The late Graeme Woodroffe was one of New Zealand's best-performing helmsmen/skippers, competing in OK dinghies, IOR ton keelers, and New Zealand's first America's Cup challenge. While he achieved considerable sailing success, for several reasons, not least a busy social life, he fell short of reaching his full potential. This is his story.

Born in 1945, the eldest child of Gwynne and Naida Woodroffe, Graeme grew up close to Narrow Neck Beach, where he started sailing at age eight. Early on, he became keen on surfing, developing skills he carried into sailing.

After years in Junior Cherub and Javelin classes, Woodroffe's first real success came in the OK dinghy class. He won the New Zealand OK trials in 1972, beating eight-time National Champion, the late Clive Roberts.

Woodroffe competed in the 1972 OK Worlds in Marstrand, France, finishing second out of 75 competitors from 14 countries. Two years later, he finished third overall at the 1974 OK Worlds in Adelaide, Australia, an event he absolutely should have won, according to fellow Kiwi competitor Peter Lester. Lester got to know Woodroffe well.

OPP BELOW *Mr Jump!* being launched at Westhaven 1977, Graeme Woodroffe sitting aft – Gary Baigent photo

R FROM TOP From top; *45º South* competing in the 1975 Quarter Ton Worlds; *Starlight Express* competing in the 1986 Sydney Hobart; and *The Number* (later *45º South II*) in the New Zealand trials for the 1976 One Ton Cup.

SOAS
2402
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"Graeme was a free-spirited talent. He was quite creative in setting up his boat and equipment, which was a real inspiration to me. He could really get an OK going downwind."

Woodroffe and Lester both competed in the 1977 OK Worlds at Takapuna. Lester won, with Woodroffe fourth.

Meanwhile, Bruce Farr was stamping his mark as a yacht designer. His first keelboat design, *Titus Canby,* won the 1971 Half-Ton South Pacific Championship, while his smaller version, *Fantzipantz*, won the 1973 Quarter-Ton South Pacific Championship. Shortly afterwards, Farr and the late Murray Crocket founded Alpha Marine to build GRP production versions of *Fantzipantz*. Second out of the mould was 727, and with Farr helming, she won the New Zealand trials for the 1975 Quarter-Ton Worlds.

Around the same time, the Farr-designed *Gerontius* was selected as one of the three-boat team for New Zealand's first attempt at the Admiral's Cup in England. Farr joined *Gerontius*, so Crocket had to find replacements. He persuaded Roy Dickson and Woodroffe to co-skipper 727.

Renamed *45º South*, and with sister yacht *Genie*, the two quarter-tonners were shipped to Deauville, France. Despite being written off in some quarters as glorified trailer yachts, *45º South* comfortably won the Worlds with *Genie* in sixth place. This was the first international championship won by a New Zealand-designed, built and crewed keeler.

On the strength of this, in 1976, Woodroffe commissioned the Farr-designed one-tonner, *The Number*. Around the same time, Stu Brentnall commissioned a close sister yacht, *Jiminy Cricket*. The pair competed in the New Zealand trials, which Woodroffe won with Brentnall second.

The Number was renamed *45º South II*, and both yachts were shipped to Marseilles for the World One Ton Cup. However, a navigational error in the long offshore race hurt *45º South II*, and she only finished fourth.

Incidentally, the OTC winner was the Britt Chance-designed centreboarder *Resolute Salmon*. Then, the IOR rule gave a rating advantage to centreboards, which Farr noted with interest.

With the 1977 One Ton Worlds being held in New Zealand, four new Farr centreboard One-Tonners were designed and built specifically for this event: *Jenny H* for Ray Hasler, *Smir-Noff-Agen* for Don Lidgard, *Red Lion* for Brentnall, and *Mr JumpA* for Woodroffe.

Incidentally, Woodroffe's brother, Rick, who had founded the advertising company BSW, arranged commercial sponsorship for *Mr JumpA*, as he had done for both *45º South* and *45º South II*.

The *Red Lion, Mr JumpA* and *Smir-Noff-Agen* dominated the event, taking first, second and third respectively. Woodroffe had been in the running for first place, but a couple of mistakes cost her.

"*Mr JumpA* was beautiful boat, really fast and we should have won that, but Graeme took a couple of flyers, which didn't work out," recalled Lester ruefully, who was onboard as second helmsman.

Those who have sailed with and against him rank Woodroffe as one of this country's best natural sailors.

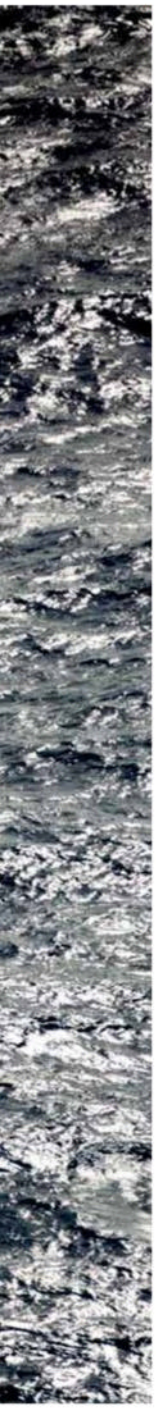
Woodroffe sold *Mr JumpA* to a USA sailor, then skippered her in the 1978 Southern Ocean Racing Conference in Florida, where she finished second.

Throughout this period since leaving school, Woodroffe had been part of his father's business, Sidney Woodroffe & Son, a general marine chandlery. With his father, Woodroffe later founded an offshoot company, Marine Power and Service, which held the agencies for a number of quality marine brands, such as Bukh and Lewmar. Marine Power and Service was a very successful operation for several years until Woodroffe lost interest.

After selling *Mr JumpA*, Woodroffe commissioned the late Laurie Davidson to design him a 15.2m race yacht, *Dr Who*, which he sold in Australia shortly afterwards. Over the next decade, Woodroffe built a series of yachts from the original but slightly modified plug, including *Dr Dan, Jumping Jack Flash*, *Honky Tonk Woman, Starlight Express*, and lastly, *Emotional Rescue*. All but *Emotional Rescue* were campaigned for a season or two, then sold.

For example, *Jumping Jack Flash* was sailed in the 1982 Clippers Cup in Hawaii. Woodroofe kept *Jumping Jack Flash* between West Coast USA and Hawaii for another two years, until she was sold. A young Rod Nicholls was onboard *Jumping Jack Flash* for her delivery to Hawaii, and he remained with the yacht for those two years. He got to know Woodroffe's sailing abilities well.

NEW ZEALAND
N
P

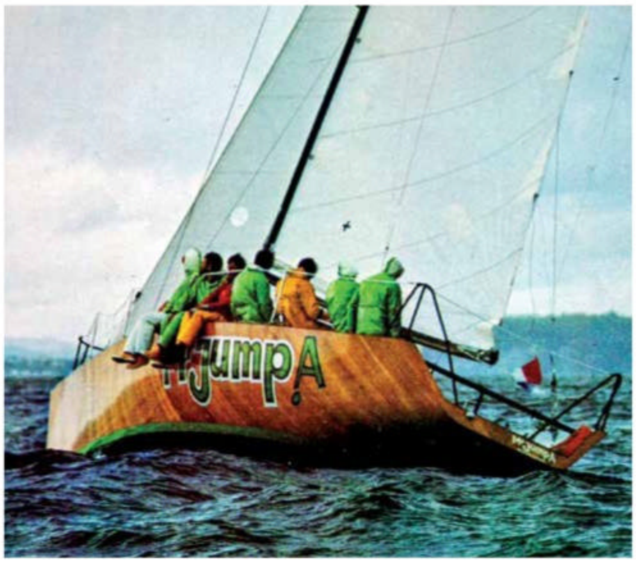


CLOCKWISE FROM BOTTOM LEFT Woodroffe helming his OK; Woodroffe and Dickson in Perth; *Emotional Rescue*; *Mr JumpA,* the A was added to get around the sponsorship rules; *KZ3* and *KZ5* crossing tacks in Perth.

"Woody's time on distance [on the start line] was unbelievable, and his upwind helming just incredible. He was fantastic downwind, too."

The late Robbie McGaffin built *Starlight Express* in his Orewa shed, and Woodroffe sailed her in the 1986 Sydney Hobart before selling her in Australia. Woodroffe had *Emotional Rescue* built afterwards and owned her until 2018, the longest he owned any yacht.

Thanks to his abilities, Woodroffe was often invited to helm other significant events, including the Admiral's Cup, TransPac, and the Hong Kong Cup. For example, he helmed Mike Clark's *Exador* in the 1985 Admiral's Cup, where they finished fifth overall, and the top New Zealand boat. This result helped the Kiwi team to third place overall, the best result in the Admiral's Cup till that point. The One Ton Cup had been held just before this in Poole, where *Exador* finished fourth with Woodroffe helming. Some years later, Woodroffe was recruited as a specialist downwind helmsman on Grant Dalton's *Fisher & Paykel* for Leg Two (Punta del Este to Fremantle) in the 1989/90 Whitbread Around the World Race.



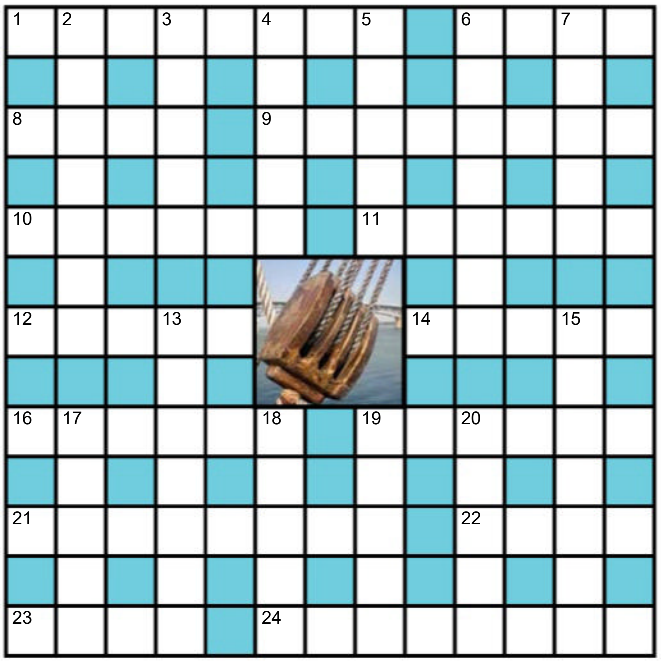
However, before this, in 1986, Michael Fay (later Sir) became the leader of New Zealand's first attempt at the America's Cup, as detailed in several previous columns. One of the key features of the campaign was running two identical boats, *KZ3* and *KZ5,* to facilitate the testing and development of rigs, sails and keels. This required two complete crews, and New Zealand was combed for sailors with big boat experience. Given his track record, Woodroffe, then aged 40, was recruited as a potential skipper along with a then 23-year-old Chris Dickson.

Over the following months, Fay and his advisors evaluated who would be the skipper and crew for the third and final yacht, *KZ7*. Going up against the best in the world, match racing skills were considered critical. Dickson's experience of winning the Citizen Series twice, in 1982 and 1985, gave him the inside running. However, Woodroffe proved a quick learner, and there was never much between the pair.

crossword

BY PAM HUTTON

Puzzle no.331



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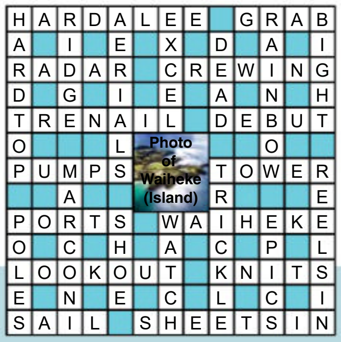
Across

1. Lines on nautical chart linking points of equal underwater depth (8)
6. Triangular sails set forward of foremasts (4)
8. ____ weather sailor prefers calm conditions (4)
9. Sailed past competitor during racing regatta (8)
10. Takes vessel out of service for repairs etc (4,2)
11. Expanses of spilt or leaked oil on surface of sea (6)
12. Vertical edge of square sail or aft edge of triangular sail (5)
14. "O" in phonetic alphabet used on marine radio (5)
16. Fills with water due to huge wave, eg (6)
19. Octopus, squid and cuttlefish have one (3,3)
21. Loot of pirates and shipwrecks! (8)
22. Arab lateen-rigged sailing vessel (4)
23. Description of second-hand boat (4)
24. Endangered NZ shorebird that is type of plover (8)

Down

2. Navigable route for vessels marked on chart (3,4)
3. Archaic word for ships or boats (5)
4. _____ship - vessel for transporting soldiers (5)
5. Places for storing small boats (5)
6. Small wharves where boats can dock (7)
7. Boat fitting in photo (5)
13. Captain is in _____ of ship (7)
15. Another name for NZ paua (7)
17. Boat timber does this if not properly treated and sealed (5)
18. Narrow stretch of water forming inlet (5)
19. Does this describe clumsy sailor?! (5)
20. Small spare anchor (5)

Puzzle no.330



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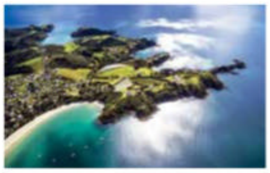
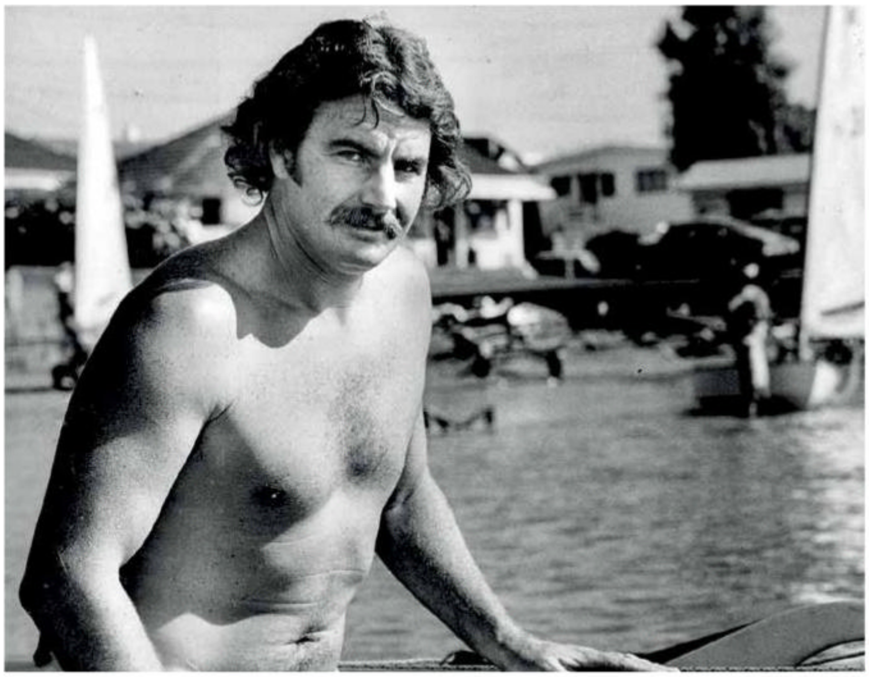


Mystery photo: Waiheke Island



ABOVE Graeme Woodroffe (L) owned the Laurie Davidson-designed *Emotional Rescue* (R) for over 30 years.

Beginning with a 12m Worlds event in February 1986, for eight months, the Kiwi crews raced hard against each other to identify the best. For *KZ7*'s skipper, Fay and his management team had to choose between the mature Woodroffe and the young gun, Dickson, with David Barnes and Brad Butterworth in the background as wild cards. While the in-house races had been evenly split, Dickson's match racing experience gave him an edge, while Woodroffe's busy after-hours social activities possibly counted against him.

The final crew selections were made in August 1986, with Dickson named as skipper. While Woodroffe was initially relegated to backup skipper, within weeks he had been eased out of the campaign and replaced by Barnes.

Many, including Farr, Davidson, and Holland, feel New Zealand blew the opportunity to win the 1987 America's Cup at its first attempt. Alan Sefton's excellent book, *The Inside Story of KZ7*, details exactly where the Kiwi campaign fell short. However, he believes the final result had nothing to do with the skipper.

Not one to brood over what might have been, Woodroffe returned to New Zealand to finish his last keeler, *Emotional Rescue*. Woodroffe sailed *Emotional Rescue* to Hawaii for several Clipper Cups. En route for one of them, Woodroffe met Selina in Tonga and, to cut a long story short, married her two years later in Samoa. The couple had two daughters, Sidney and Ruby.

Woodroffe sailed *Emotional Rescue* in the 1989 Coastal Classic. Held in atrocious upwind conditions with only 65 of the 155 starters finishing, *Emotional Rescue* won in 19 hours and 7 minutes.

As Woodroffe became more interested in sailing, surfing, and partying around the Pacific, Marine Power and Service suffered from a lack of attention and eventually wound up.

Beginning in 1996, Graeme and Selina Woodroffe ran surfing charters from *Emotional Rescue* in Fiji, with stints ashore in New Zealand during the off-season. When their daughters reached school age, they relocated to Mangonui.

Around 2010, Woodroffe banged *Emotional Rescue* onto an uncharted rock in the Bay of Islands, losing her keel. After repurchasing her from the insurance company, Woodroffe commissioned Kevin Dibley to design a retractable keel for *Emotional Rescue*. He kept her for another eight years before selling her to Carl Whiting, son of Penny, in 2018. Dibley has since designed a new rig and sail plan for *Emotional Rescue*.

The Woodroffes moved to Whangamata around 2014. A few years later, Woodroffe became unwell and spent his last couple of years in care, passing away on 30 August 2024. He is survived by Selina and his six daughters, Olivia, Zahra, Alexia, Jessie, Sidney, and Ruby.

Those who have sailed with and against him rank Woodroffe as one of this country's best natural sailors. He had a gifted feel for what made a boat go, how to keep it in the groove, and an impeccable sense of time-on-distance. Unquestionably, he could have easily been up there with Blake, Coutts, Butterworth, Dalton et al and become a full-time sailing professional. That Woodroffe didn't was his own choice; it certainly wasn't for lack of raw talent.

"Graeme was one of the boys, and he could have won several more titles if he'd been tougher. In many ways, he was a flawed genius. As a starting skipper, he was one of the best ever," recalled his brother Rick.

At the dawning of the professional era, the top-echelon sailors had to decide whether to remain amateurs or turn professional. For Woodroffe, the latter was never an option. His busy social life and love of a good party conflicted with the commitment, focus, and fitness required of the professional, especially when campaigns began costing millions.

While it's sad that Woodroffe didn't take his sailing more seriously, his fun-loving, gregarious, and playboy nature formed an integral part of his character. Winning races was part of Woody's life, and not the sole reason for it. Bringing fun and laughter to people's lives was equally important to him.

"He was a lot of fun to be around, and he really enjoyed life," said Selina, "I really miss him."

Graeme Woodroffe – you will be long remembered as a truly gifted sailor and the life and soul of a party. BNZ

PHOTOS COURTESY OF THE WOODROFFE FAMILY ARCHIVES.

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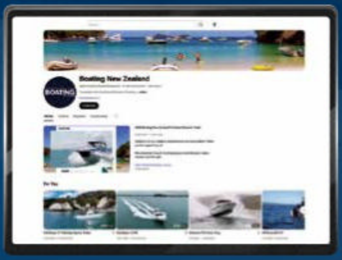

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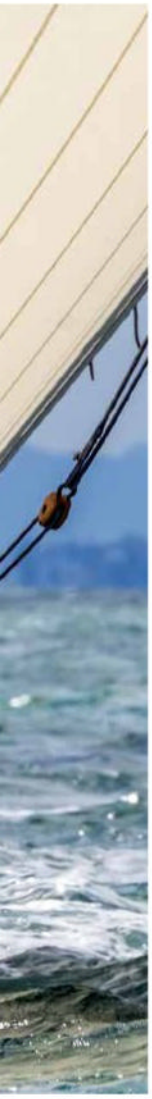
NZ's finest race for glory

The 2025 Perpetual Guardian Classic Yacht Regatta, hosted by Royal New Zealand Yacht Squadron, saw a fleet of 20 of New Zealand's finest classic yachts racing in four divisions on the outer Waitematā Harbour over three days.

Perpetual Guardian
Classic Yacht Regatta 2025

This annual regatta is a showcase for New Zealand's unique classic yacht fleet. With a number of the gaff-rigged classic yachts, both large and small, now over 120 years old, it is a marvel to see them being raced as they were intended to when launched so many years ago. Such is the esteem in which Auckland's classic yacht fleet is held, several Australian classic yachting friends again made their annual pilgrimage to sail on these yachts. They marvel at the number of truly classic yachts we have sailing and racing hard on the Waitematā.

The fleet enjoyed good breezes over the extended weekend. Sailing was centred around the Northern Leading area with a good mix of courses across most of harbour marks out beyond North Head, down to Iliomana and Motukorea, and out to Rangitoto Light. Friday afternoon was a 15-knot westerly, Saturday's races were sailed in 15-18 knots with gusts to 25 knots and Sunday dawned very light delaying the start before two races were held in 10-15 knots of breeze to complete the regatta.



LEFT *Rawhiti* with a full crew looking fine; The winning *Rainbow* crew.

RIGHT *Ariki* close-hauled, *Ariki* and *Rawhiti* racing hard; At the dock getting ready to race.

A-CLASS FLEET

The four fleets comprised A Class Gaff-rigged, A Class Bermudan-rigged, B Class classics and Modern Classics.

The A Class Gaff-rigged fleet saw the big boats *Rawhiti* (1905, Peter Brookes) and *Ariki* (1904, Robin Kenyon) dominate the line honours, with *Rawhiti* taking the series line honours.

On handicap, *Rainbow* (1898, David Glen) had a very strong regatta, and came away with the series handicap honours ahead of *Rawhiti* and *Ngatira* (1905, Steve Horsley). *Ngatira* was just back in the water after a major restoration and looked magnificent.

The A Class Bermudan-rigged fleet saw *Tawera* (1936, Mike Mahoney) dominating both line and handicap series honours ahead of *Little Jim* (1934, James Mortimer) and *Prize* (1923, Chad Thompson). This was a particularly meritorious performance by *Tawera* after they had to pull out all stops to fix their mast after breaking the top off the mast on Mahurangi Regatta weekend in late January.

B-CLASS FLEET

The B Class fleet comprised a mixed fleet of eight yachts with a wide range of size and rig styles, and some interesting stories too. It was great to see Wendy Muir and others in the Young family sailing *Tango*, the smart little C Class, for the first time in over 40 years, courtesy of the owner Andrew Mikkelson. And *Ethel* (1896), the long-storied and well-travelled ketch, was looking very smart too.

Teal (Andy Pitcher) dominated both line and handicap honours, with both podiums shared with *Tango* (Wendy Muir) and *Jonquil* (Daniel Renall).

MODERN CLASSICS

In the Modern Classic fleet (boats designed before 1975), *Ta'Aroa*, the big S&S 50-footer long campaigned by the Gilfoyle family was the clear line honours winner in all races. However, *Starlight* (Townson, Richard Dodd) sailed very well and secured handicap honours ahead of *Ta'Aroa* and *Princess* (Stewart 34, Jon Nash).

DESIGNER AWARD

Rainbow and *Little Jim* combined, as Logan designed and built boats, to win the Designer Award.

Rainbow won the Best Overall Performing Yacht in all classes.

THAMES TRADITIONAL BOAT FESTIVAL

MIND THE TRAD

A total of 155 boats took part in the 2024 edition of the Thames Traditional Boat Festival, an event that is always full of charm and surprises.

It's called the Thames Traditional Boat Festival, but boating enthusiasts simply call it 'The Trad.' Established in 1978 to preserve the boats of the Thames that were already threatened by the grip of time and neglect, the event has evolved into a great British celebration – one of those with a capital C. Today, the event puts family fun and a passion for beautiful things at its heart. And it's not just about classic boats, though they remain the main protagonists, but also vintage cars and motorcycles, antiques at large, vintage clothing, militaria, dog competitions, music and more. There really is something for everyone. Not even the little ones risk suffering boredom thanks to various activities and games organised for them.

The beauty of Henley-on-Thames and its excellent geographical location contribute to the success of the event, held annually in the second half of July (the 2025 dates have already been announced: 18-20 July). Despite being on the western outskirts of London, this quiet town of just over 12,000 inhabitants is in fact so green and boasts such fascinating architecture in its civic buildings, churches, and bridges, that visitors may be forgiven for believing themselves to be at the very heart of England and not merely an hour by train from the frenetic pace of the capital.

The event's revival is the result of an effective partnership between various bodies and associations that share the civilised desire to row in the same direction. The metaphor is apt, given that Henley is the 'Mecca' of English rowing and

Classic boats are the stars of the show, but they're not the only actors.

feature

'The Trad'

WORDS BY **BRUNO CIANCI**
PHOTOGRAPHY BY **B. CIANCI**
AND **B. TAYLOR**

the venue for numerous such competitions, the most famous being the Henley Royal Regatta, dating back to 1839.

THE ORGANISERS

Among the pillars of 'Trad' are the Thames Traditional Boat Society (TTBS), the Thames Vintage Boat Club (TVBC), the River Thames Society (RTS), and the Association of Dunkirk Little Ships (ADLS), but the list could go on. The latter association, a point of reference for the owners of the surviving boats that took part in Operation Dynamo, the evacuation of British soldiers from the French port of Dunkerque (Dunkirk) in the spring of 1940, played a leading role in the 2024 edition of 'Trad' which took place between 19 and 21 July.

ADLS helped bring numerous boats to the festival (among

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these: *Aquabelle, Breda, Dianthus, Fedalma II, Gay Venture, Hilfranor, L'Orage, Lady Lou, Lady of Mann, Margo II, MB 278, Papillon, Tom Tit and Wanda*). It also had the pleasure of celebrating three prize awards, including 'Best in Show,' to one of the stars of Operation Dynamo, the recently restored *Llanthony*, a motor yacht owned by Ross Ahlgren. Designed by Charles E. Nicholson (1868-1954) and launched by the Southampton branch of the Camper & Nicholsons shipyard in 1934, *Llanthony* is a charming 23.6m vessel featuring a steel hull and teak superstructure. Thanks to the work of the Dennett shipyard in Chertsey, Surrey, *Llanthony* managed to take the coveted title on her seasonal debut.

The reference to English military history did not end with the participation of the so-called Little Ships mentioned above. On Sunday, July 21, in fact, a WWII Hawker Hurricane fighter took part in the event. Its pilot delighted onlookers with some evolutions in the skies of Henley-on-Thames, unleashing some of the power and noise of the Rolls-Royce Merlin V12 engine with almost 1,200hp powering that historic aircraft which, together with the Spitfire, was a leading protagonist during the Battle of Britain. Thanks to the Hurricane's appearance, the event can happily be defined as one of water, land and sky.

BRITISH STYLE

One of the most captivating aspects of the Trad concerns the attendees' etiquette and style of dress. Although not explicitly required by the organisers, there is an unwritten rule that boat owners and their guests, as well as many visitors, dress appropriately and in keeping with the spirit of the event. Considering the somewhat decadent sartorial nature of our times, this aspect is far from insignificant, and there is no doubt of its huge contribution to the general atmosphere. On the one hand, it attracts people possessing a certain elegance and demeanor; on the other, it discourages lovers of noise (in the broadest sense of the term!) and vulgarity, since in such a place they would simply feel like a fish out of water.

Also for this reason, one of the most coveted prizes of the three-day gathering and competition is the William Rose Trophy, awarded to the most elegant and respectful boat and crew of etiquette. This year, the prize, symbolically represented by a white rope rolled up on a wooden board, was lifted by Alec Gunn, owner of *Islanda*.

THESE PAGES Attendees and exhibitors alike get into the spirit of the event by dessing appropriately. There is something for everyone at the Trad, which celebrates British military history and a rich boating heritage.

In addition to the *Llanthony* mentioned above, another boat built by Camper & Nicholsons was present at the gathering. In this case, it was the 11th and final example of a motor launch christened *Gelyce* (construction number #383), a specimen built in Gosport in 1930 (at the time when the same shipyard was busy delivering *Shamrock V* to Sir Thomas Lipton and other state-of-the-art yachts), restored in Windsor by Classic Restoration Services and perfectly at ease during the event.

Among the other craft were numerous rowing boats, runabouts, a few sailing boats, and the inevitable steamboats, including the Victorian *Cygnet*, built by Thornycroft in Chiswick in 1870. Then there were the *Alaska, Sunbeam, Whisper* and others: boats that, with their black and pungent smoke and mournful whistles, take us even further back in time. All in all a truly multi-sensory experience. BNZ

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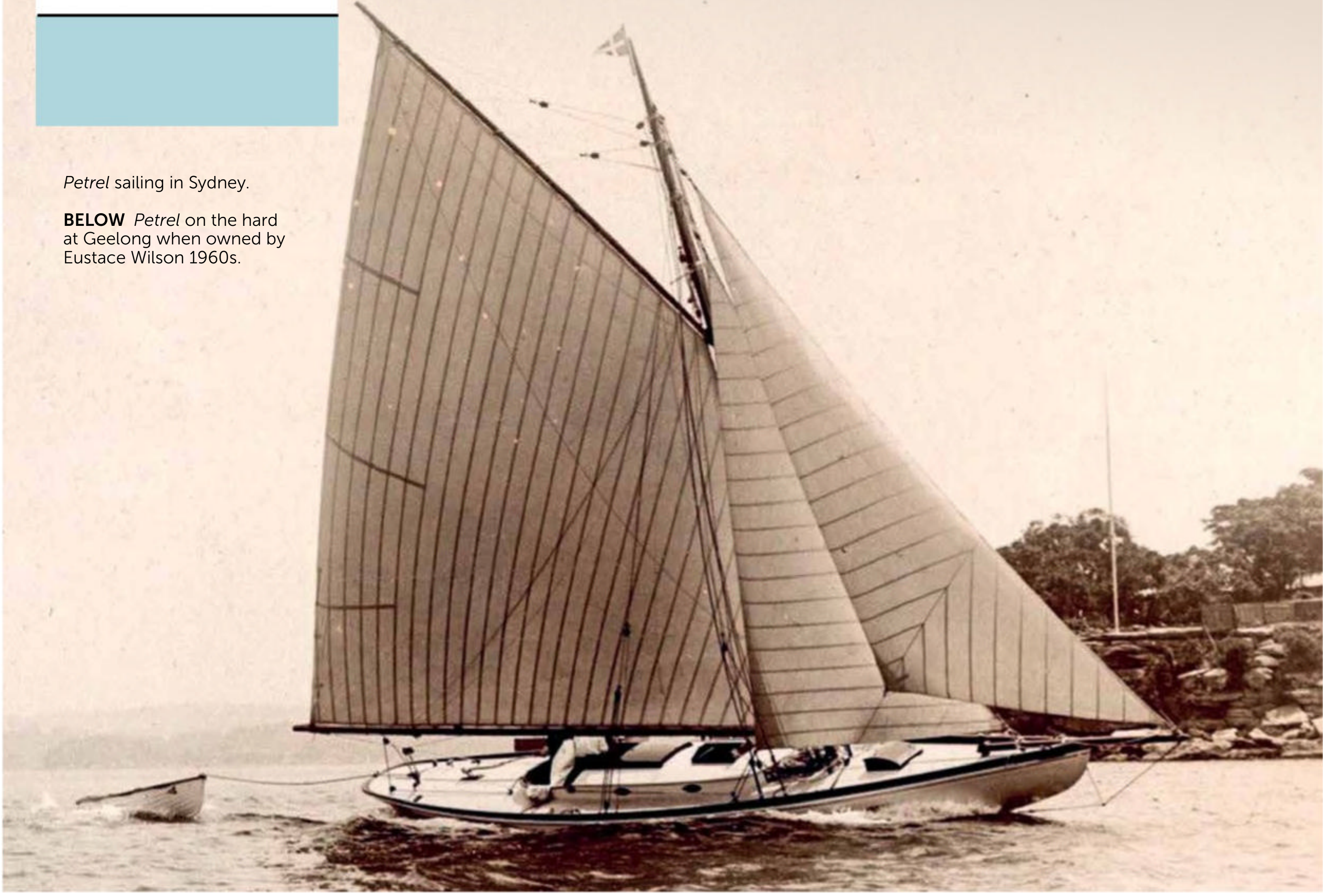
One of the most captivating aspects of the Trad concerns the attendees' etiquette and style of dress.

VINTAGEVIEW
with HAROLD KIDD

PETREL, Raters again.

From its beginnings in the 1860s the sport of yachting in New Zealand had two major streams.

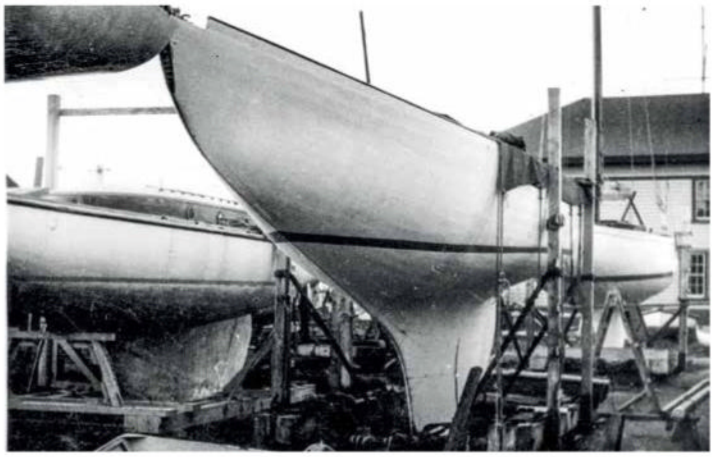


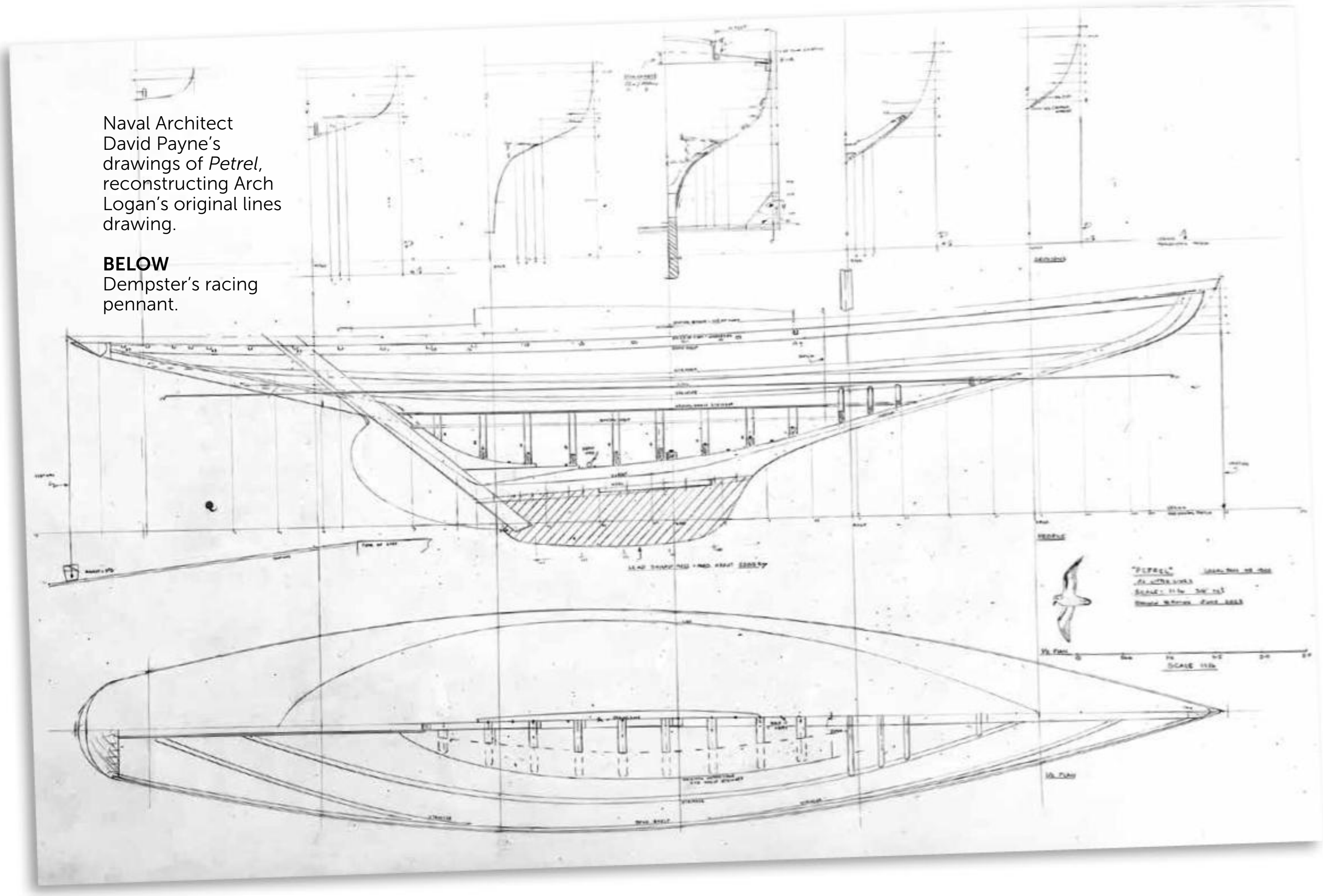
Petrel sailing in Sydney.

BELOW *Petrel* on the hard at Geelong when owned by Eustace Wilson 1960s.

Firstly, the working men of the colony had their open boats that grew out of small fishing and workboat types. These craft became regulated to provide racing for quite large money stakes, not only for the participants but also for the colonial menfolk who thirsted for any opportunity to gamble. In Auckland these men developed the Open Sailing Boat classes derived from watermen's boats and the Mullet Boat classes, derived from centreboard fishing smacks. These men represented the largest proportion of the people sailing for pleasure on the water.

Secondly, there were the more moneyed classes who had the bigger keelboats, used not only for racing but also for cruising, especially out of Auckland. By the 1890s the clubs they formed adopted the Corinthianism of the like clubs of the United





Naval Architect David Payne's drawings of *Petrel*, reconstructing Arch Logan's original lines drawing.

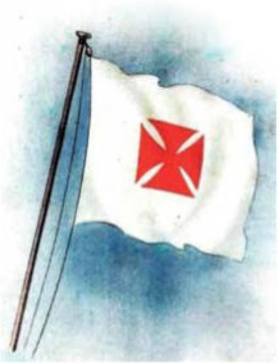
BELOW
Dempster's racing pennant.

Logan Bros built *Petrel* for Sydney Mackenzie Dempster of the Royal Prince Alfred Yacht Club (RPAYC).

Kingdom and those of the northeastern United States, which lauded amateurism and deplored the cash side of racing to win.

Auckland was not unique in having a preponderance of working-class men on the water. For much the same post-colonial reasons, the rise of a class of working-class men with the means to buy or build the boats and the time to sail them, Sydney Harbour had the same flourishing of yachting along the identical patterns. Sydney's Open Boats, or 'skiffs' as they became known, were as outstanding in their sail-carrying and drama as they were the darlings of the betting fraternity.

The keelboats were not neglected by the 'Establishment' yacht clubs. As I have shown in earlier articles, by 1899, Australian yachtsmen had become enamoured of the raters designed and

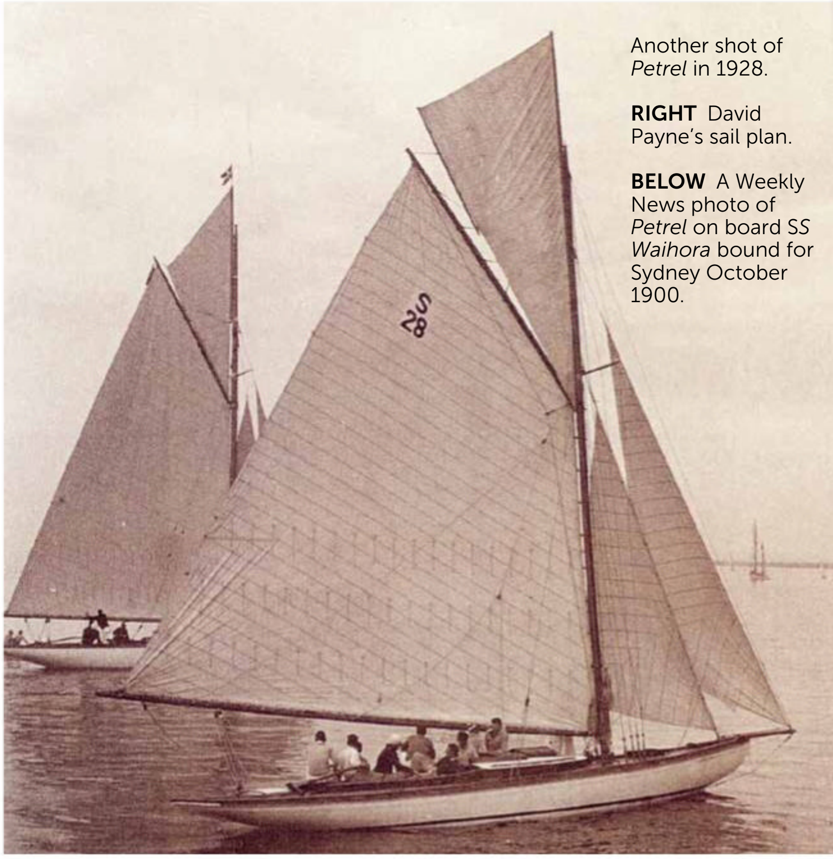


Syd Dempster

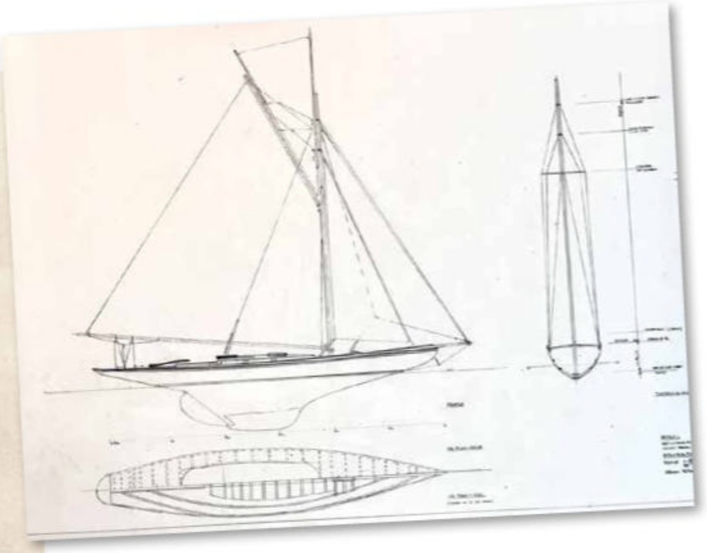
THE *PETREL*'S PETREL

Because of his blue-water background, Syd Dempster was keen on the cruising races. The *Australian Star* of 12th June 1903 carried the following story:

"On Tuesday evening last, at a dinner tendered to Mr Syd Dempster, owner of the yacht *Petrel*, by his cruising and racing crews, he was presented with a stuffed Petrel nicely mounted on a stand. A Petrel, it will be remembered, alighted on the yacht's stern during an ocean race some months ago, which the yacht won after a tedious contest lasting until midnight. It refused to move during the hurry and bustle of the crew in setting extra sails etc and was put in the cabin when the yacht was moored that night and the door left open, so that it might escape. The Petrel never left the yacht, but sickened and died and this was the same seabird which the crew had stuffed and prepared for presentation to Mr Dempster."



Another shot of *Petrel* in 1928.



RIGHT David Payne's sail plan.

BELOW A Weekly News photo of *Petrel* on board SS *Waihora* bound for Sydney October 1900.

beautifully built in Auckland by the Logans and the Baileys, especially after many of them visited Auckland for the Intercolonial One Rater Championship races coupled with the Native Regatta of December 1898/January 1899.

Exported Auckland-built yachts came to dominate Sydney keelboat racing by the turn of the century. *Petrel* was an outstanding example of this brief trade, closed only when the new Australian Commonwealth Government put punishing tariffs on imported yachts after 1901.

Petrel and *Heather* were a pair of yachts, near clones of one another, that Logan Bros built for export to Sydney over the winter months of 1900. They were built as '30ft Linear Raters', closely echoing the lines of the Logan Bros' *Aoma* (October 1899), and were followed by *Culwulla* (November 1891). These four yachts dominated racing in their class in Sydney for several years, as did the bigger raters *Bona* from Chas Bailey Jr (1899) and *Rawhiti* from Logan Bros (1905), sailed on her own bottom to Sydney to avoid the tariffs.

Aoma, Petrel, Heather and *Culwulla*, as well as Logan Bros' radical fin and bulb racer *Sunbeam* (December 1900) plus two more 30ft Linear Raters, *Janet* and *Cooya* from Chas Bailey Jr, were intended to provide close racing in the International 30ft Linear Rater Championship to be held on Sydney Harbour in February 1901 as part of a major regatta to mark the establishment of the Commonwealth on January 1, 1901.

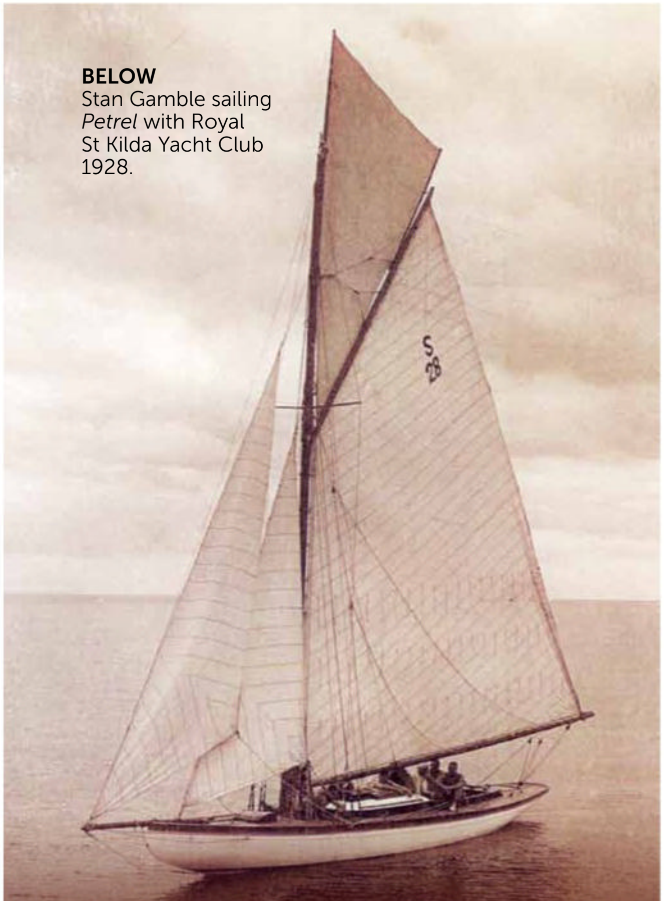
Logan Bros built *Petrel* for Sydney Mackenzie Dempster of the Royal Prince Alfred Yacht Club (RPAYC). Dempster was a prominent real estate agent at Randwick but was a highly competent seaman. As a lad he had served his apprenticeship under Capt. James Peters on the full rigged ship *Duchess of Edinburgh*. *Petrel* arrived in Sydney on SS *Waihora* in October 1900. Her Ratsey and Lapthorn sails arrived in Auckland from England on the SS *Rakaia* soon after and had to be sent on to Sydney. Dempster began racing her with the RPAYC and also the Royal Sydney Yacht Squadron (RSYS) as soon as she was rigged. He moored her in Neutral Bay.

Naturally, *Petrel* and her three sister ships had a very similar performance, but Dempster's sailing skills resulted in a high level of success. In one of her first races on December 1, 1900 she had a win from the new English-import *Magic* and *Heather* third. In a 'Commonwealth Regatta' on January 4, 1901, *Petrel* won with *Heather* second, *Magic* third.

For the Intercolonial 30ft Linear Rater Championship at the Sydney Regatta which had sparked the Sydneysiders' interest in ordering the Auckland yachts, the entrants were *Sunbeam* (NZ), *White Wings* (Victoria), *Cooya, Aoma, Magic, Heather, Fleet Wings, Petrel* and *Janet* (NSW), six of the nine Auckland-built. The race was cancelled because of the death of Queen Victoria on January 22, 1901.

Dempster became Commodore of the RPAYC in 1905 and won the club's Championship with *Petrel* that year and again in 1906, with *Petrel* now regarded as an '8 metre' under the new Metre Rule. In December 1906 Dempster sold *Petrel* to Charles Trebeck who carried on her duelling with her clones *Aoma, Heather* and *Culwulla* (later renamed *Yeulba*) until March 1914 when he sold her to Percy Douglas of Hobart. *Petrel* "spreadeagled the opposition" in the First Class race at the Hobart Regatta in 1915. Afterwards, Douglas used her only for cruising, selling her to E. H. Webster during the war.

In March 1919 the *Argus* of Melbourne reported that Commodore W. Smith of the Victorian Yacht Racing Association, sailing out of Geelong, had bought *Petrel* and she had her first race on Port Phillip. In April 1920 she was joined by *Heather* (later briefly renamed *Ranee*) bought from Sydney followed by *Culwulla* (now *Yeulba*), purchased by Lord Foster, the Governor-General of Victoria, providing a boom in the Melbourne A Class.



BELOW
Stan Gamble sailing *Petrel* with Royal St Kilda Yacht Club 1928.

LOGAN BEAUTY

Petrel was not only fast but she was astonishingly beautiful, like every single craft designed by Arch Logan. Perhaps I am biased, but I was brought up in a household where Arch's 1904 36-footer *Queenie*, a yacht clearly inspired by *Petrel* and her three sister ships, was regarded as the ultimate in loveliness, along with Percy Riley's 15/6 Kestrel sports saloon and R.J. Mitchell's Schneider Cup seaplane, the kind of ethic that Des Townson shared.

In January 1927 Smith sold *Petrel* to Stan Gamble of the Royal St Kilda Yacht Club. By then she had won 165 firsts in Sydney, Hobart and Melbourne waters. Around 1934, Gamble 'modernised' her with a raised sheerline and a Marconi rig. She frequently won races against tough opposition like the Charlie Peel 9-metre *Acrospire IV* and the Fife *Eun-na-mara* (ex *Awanui* and *Culwulla III*). As in New Zealand, the top keelboats were laid up after Pearl Harbour as the crews enlisted.

Petrel spent many of the postwar years in Geelong owned by local solicitor Eustace Wilson, as the crack boat of the Royal Geelong Yacht Club. Her later years are somewhat obscure, but Sydney movie production designer Laurence Eastwood came across her in a deplorable state in Berrys Bay, Sydney Harbour in 2016. He bought her the following year "for a nominal sum" and moved her to a Pittwater mooring.

She lay there for five years while Laurence had a shed for her built on his property at Paradise Avenue nearby.

Next month, a description of her restoration to date. Lots of lessons here!

NEXT MONTH *Petrel's* restoration progress and lessons learned.

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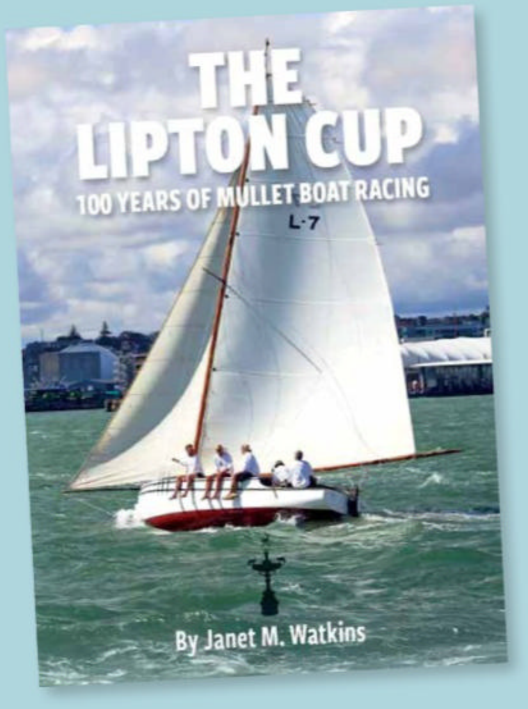
BOOK REVIEW

REVIEWED BY **HAROLD KIDD**



THE LIPTON CUP — 100 YEARS OF MULLET BOAT RACING

By Janet M. Watkins

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Janet Watkins has salt in her veins. In 1920 her father, Arthur Hereward Pickmere, was a lad in the Whangarei group of boys sailing the then-radical boxy little seven-footers that Harry Highet had built in his workshop, which morphed into the P Class. He later made yachting history by sailing his yacht *Arethusa* to Fiji in 1931 to take up a survey job. Returning to Whangarei, he became a supreme gunkholer and produced the *Pickmere Atlas*, a book of large-scale charts of the Northland coast, which is now a collector's item. Janet was the force behind its publication.

I first encountered Janet as the highly competent and unflappable mainsheet hand on the 22ft mullet boat *Snatcher* when Ron Copeland was skippering. Since then, I've learned that her input into youth training at Wakatere Boating Club at Narrow Neck is massive.

This is an ambitious book. Janet's story is about the unique Auckland class of yachts, the mullet boat, but focussed on the Lipton Cup races for its 22ft class. This magnificent trophy was presented to Ponsonby Cruising Club by Sir Thomas Lipton for annual inter-club class racing. It starts with the first race for the Cup, held on the Waitemata on 8th April 1922.

The Lipton Cup was the glue which made the Ponsonby Cruising Club strong throughout the intervening years and which preserved the mullet boats, or at least the 22-footers, in their original hull form. Restrictions over the years have ensured that the yachts are recognisably derived from the fast and weatherly centreboard smacks that, from around 140 years ago, netted for mullet in the shallows around Auckland and rushed their catch back to the wharves while still fresh.

Janet follows the races by year by year, traversing over a century of races, to the race on 16th March 2024. As well, the book is chock-full of contemporary photographs of most races and some highly detailed appendices with a treasury of information on the mullet boat.

This book deserves to be placed on the yachtie's bookshelf alongside Robin Elliott's *Emmy* and Ivor Wilkins' *Classic*.

The book is currently available from the Ponsonby Cruising Club: www.pcc.org.nz and Boat Books www.boatbooks.co.nz or contact Janet: janet.mw@xtra.co.nz

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MARINE

2019 Azimut 55 Flybridge

Length: 16.08m
Cabins: 3 + 1 crew
Engine: 2 x 800hp MAN – Shafts

'Voltaire' has been meticulously maintained, and has recently undergone a full cut and polish, ensuring it remains in top condition. Originally sold new by Pinnacle Marine, it boasts low engine hours as in as new condition throughout.
The spacious open-plan main deck is perfect for entertaining. Below deck, you'll find three well-appointed cabins, including: Full-beam master suite Forward VIP cabin Twin guest cabin Additionally, there's an option for crew accommodation or an extra guest.

NZ$1,950,000 inc

2020 Azimut 60 Flybridge

Length: 18.25m
Cabins: 3 + 1 crew
Engines: 2 x Volvo 900hp – Shafts

With just one owner, 'Hakuna Matata' has been a fantastic motor yacht for its current owner, but now must make way for a larger Azimut.
The Azimut 60 accommodates up to six guests in three opulent cabins, including a full-beam master suite, plus a crew cabin. Large panoramic windows flood the salon with natural light, enhancing its open, modern layout. On the flybridge, guests can relax with ample seating, a sunbathing area, and an optional wet bar. Powered by twin Volvo D13 engines, it offers a cruising speed of around 26 knots and a top speed of 31 knots.

NZ$3,200,000 inc

2021 Azimut S7

Length: 21.3m
Cabins: 4 + 1 crew
Engines: 3 x Volvo 800hp IPS

This 2021 Azimut S7 'Eleven Eleven' is presented in pristine condition with just one owner and private use only.
The S7 boasts a four-cabin layout with three heads, providing sleeping accommodation for eight guests. There is also an additional crew cabin and head. The interior styling combines elegance while outside there are multiple outdoor living spaces including a fold out beach terrace from the stern. Three Volvo IPS 1050 propulsion units coupled with Volvo 800hp D13 engines, help achieve a top speed of 37 knots and a healthy cruise speed of 30 knots.

NZ$4,980,000 inc

2007 Nordhavn 78

Length: 23.7m
Cabins: 4 + crew
Engines: 2 x MTU/Detroit Series 60 400hp – Shafts

The ultimate explorer yacht. This version, built by Pacific Asian Enterprises in 2007 and is powered by twin MTU/Detroit Series 60 400hp engines and offers a cruising speed of 9 knots and a maximum speed of 12 knots, with a range exceeding 2,800 nautical miles at 7 knots. 'Reliance' accommodates up to 8 guests in a master suite on the main deck and three double guest cabins on the lower deck, along with crew quarters. The interior features high-end amenities, including a Miele induction stove, washer/dryer, and Sonos sound system. For outdoor relaxation, the flybridge is equipped with a Jacuzzi, wet bar, and barbecue.

NZ$4,200,450 inc

2019 Elan Impression 45

Length: 13.59m
Cabins: 3
Engine: Yanmar 57hp Sail Drive

We sold this Yacht from new, and with her current owners wanting to move her on, she will make an ideal yacht for a cruising family or retired couple. Well optioned, she is perfect for weekends away, or extended trips.
The yacht features a wide-stern hull, twin rudders, and a sail plan optimized for short-handed sailing, making it suitable for both experienced sailors and those new to cruising. Constructed using Elan's VAIL composite technology, the Impression 45 ensures a lightweight, stiff, and durable build.

NZ$520,000 inc

2021 Elan Impression 50.1

Length: 15.18m
Cabins: 3
Engine: Yanmar 80hp - Sail Drive

This Elan Impression 50.1 (2021) was designed by world renowned naval architects Humphreys Yacht Design and created by world-class technicians at the Elan factory in Slovenia. SY Tara iti was built to the specifications of its owner, an experienced offshore sailor, to accommodate long range live aboard cruising and high-performance sailing.
It has many upgrades which met his objectives of sailing in comfort with his family but without sacrificing the architect's designed performance objectives.

NZ$691,000 inc

PIN033A

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2000 | NAUTOR SWAN 60 €785,000 EUR

PRICE REDUCTION

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2018 | BAVARIA 46 CRUISER €220,000 EUR

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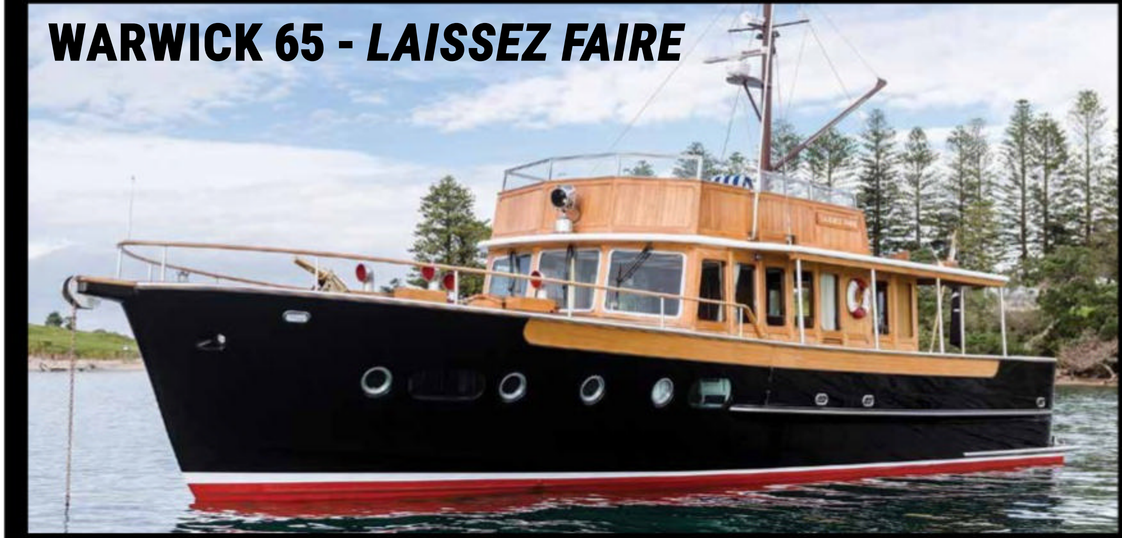
WARWICK 65 - *LAISSEZ FAIRE*



There is only one word to describe this magnificent motor yacht - and that is "STUNNING!" Extremely rare opportunity to purchase an iconic vessel that has many admirers on the water – the Warwick 65 *Laissez Faire*. Seen by many from afar cruising on the gulf, this amazing vessel is now on the market and ready for new owners.

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NZD $1,300,000 – Westhaven berth is available by negotiation.

For further information please call the sole listing broker Tim Matheoda 021 985 822.

Vessel pricing is correct at the time of printing and can change or be withdrawn from the market without notification.

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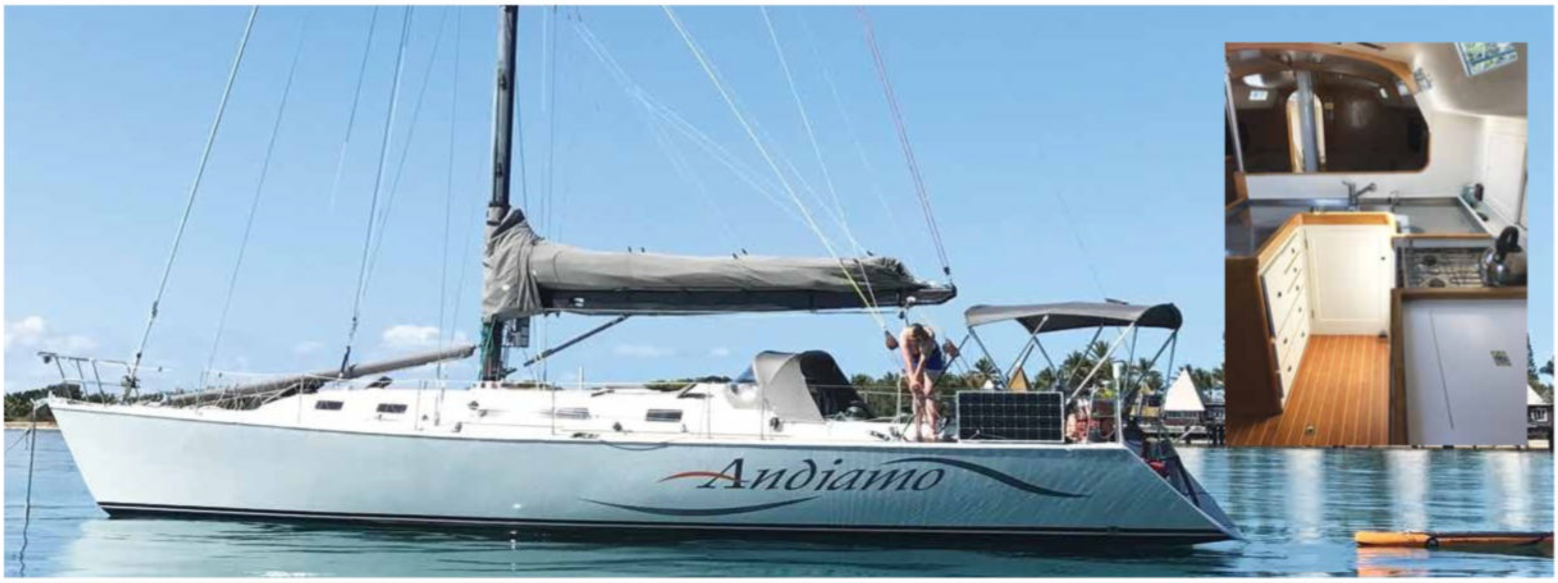

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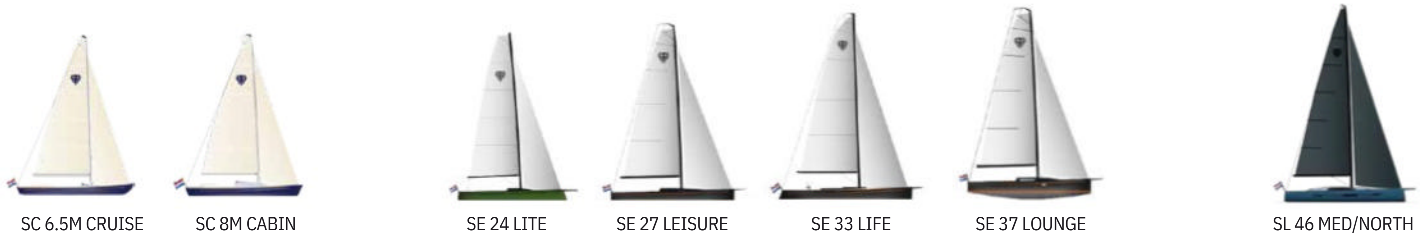
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BAVARIA E40 COUPE – 2018. Simple and economical the E40 powered by a single 300hp Volvo on shaft, giving a comfortable 10 knot cruise. Three private cabins with double berths. This user friendly, central helm design offers a level of comfort and sociability not found on other launches. **Asking $559,000.**

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BAVARIA VIRTESS 420 – 2022. *W* has only 30 hours on her twin 380hp Volvo diesels. Bavaria Yachts most successful model due to its design. 3 private cabins, two heads, twin helm stations and the cockpit with the movable furniture to accomodate fishing or diving. Comfortable, sea kindly and stylish. A unique opportunity to purchase a high quality as-new vessel. Yes only 30 hours! **Asking $895,000.**

SOLD
Odyssey

BAVARIA CRUISER 34 – 2007. Spacious two cabin layout, drop down transom and conventional reefing mainsail with stack pack. Her fastidious owners have kept her in pristine condition, with many upgrades, including near new Doyle performance sails, solar and much more. **Asking $148,000.**

SOLE AGENCY

NAUTITECH OPEN 40 – 2018. This is a New Zealand new, one owner 4 cabin layout performance cruising cat commissioned by Busfield Marine. Never been offshore and only 340 hours on motors, so presents near new. Attractively priced at **$625,000.**

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BAVARIA VISION 42 – 2018. Stunning Bavaria Vision 42, one of three that cruise New Zealand's waters. Designed as an owner's yacht, she is all about livability and comfort, with great storage for long term cruising. **Asking $450,000.**

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PRICE REDUCED

ELAN 50.1 – 2021. This "as new" 3 cabin 3 head Elan is the current model and has every conceivable extra for offshore cruising. Custom North 3Di sails, genset, Selden furling rig, upgraded Yanmar engine, Lithium batteries, elec winches, thruster, water maker, extra refrigeration etc. A stunning yacht at a fraction of imported new cost. **Asking $691,000.**

SOLD
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LIDGARD 40 PILOTHOUSE – 1988. Custom-built 3-skin Lidgard 40 Pilothouse in beautiful condition. Two-year no-expense-spared upgrade inc: new engine, sails, rigging, elec's & electronics, new squabs and canvas, windows and hatches plus so much more... Full walk-thru, three cabins. A quality yacht ideal for coastal or offshore. **$195,000.**

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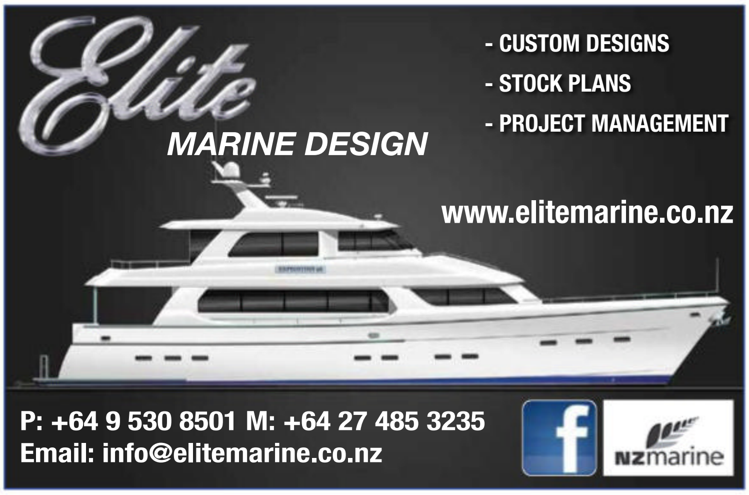

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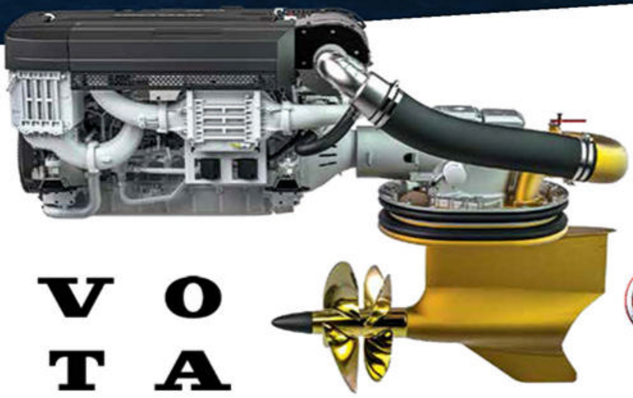

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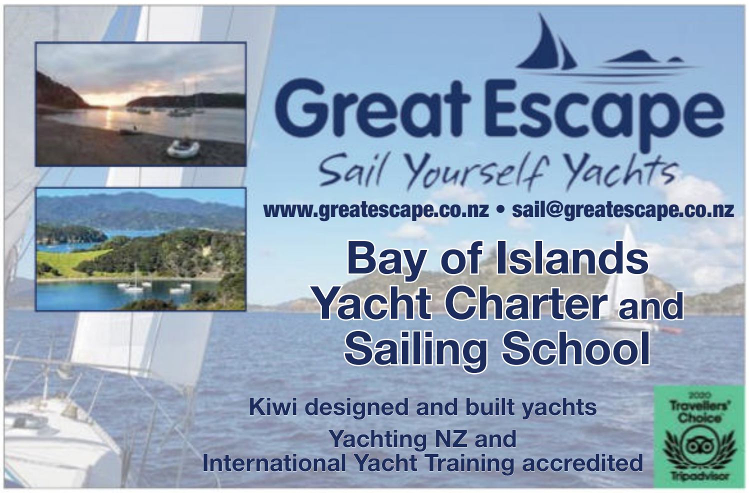

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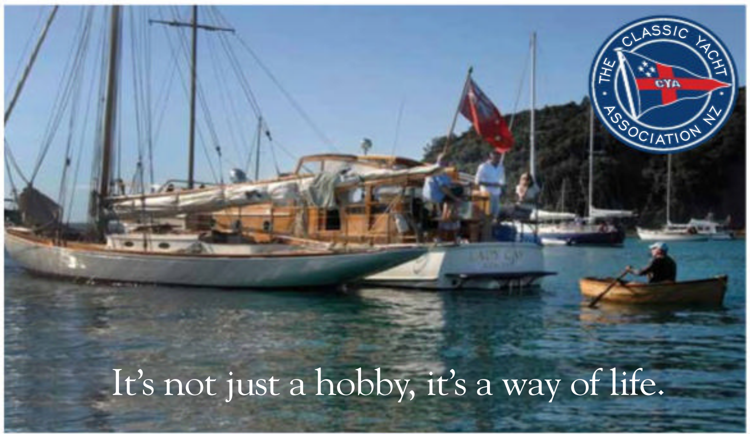

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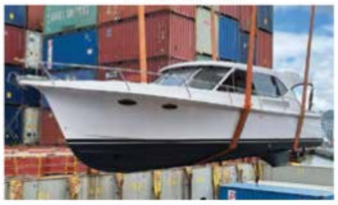

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